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Hongkong Daily Press.

ESTABLISHED 1857.

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No. 22,139 號玖廿百壹仟貳萬式第 日柒廿月伍年巳己 HONG KONG, WEDNESDAY, JULY 3, 1929. 叁拜禮 日叁月柒年九廿百九仟壹英 PRICE: \$3. PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after April 8th, 1929, until further Notice (all previous
Time Tables cancelled).

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon Dep.	8.40	8.55	9.30	9.15	10.00	12.10	1.15	2.31	3.20	4.30	5.40	7.35
Yau Ma Tei Dep.	8.49	—	—	—	9.25	10.08	12.18	1.23	—	4.38	5.48	7.43
Shatin ...Dep.	7.01	—	—	—	9.38	10.20	12.30	1.35	—	4.50	6.00	7.55
Tai Po ...Dep.	7.15	—	—	—	9.53	10.33	12.43	1.48	—	5.04	6.13	8.08
Tai Po	—	—	—	—	—	—	—	—	—	—	—	—
Market Dep.	7.30	—	—	—	9.68	10.37	12.47	1.52	—	5.09	6.17	8.12
Fanning, Dep.	7.30	—	—	—	10.10	10.47	12.57	2.02	—	5.19	6.27	8.23
Sheng- shui ...Dep.	7.35	—	—	—	—	—	—	—	—	—	—	—
Shum- chun ...Arr.	7.41	8.45	9.13	10.21	10.58	1.02	2.07	3.09	—	5.23	6.32	8.26
Canton ...Arr.	—	12.05	—	—	—	—	—	—	—	—	—	—

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton Dep.	—	—	—	8.10	—	—	—	—	—	—	—	3.25
Shum Chun Dep.	7.17	8.03	10.24	11.27	11.47	5.53	4.39	5.47	6.43	7.07	—	—
Shum Chun Arr.	7.25	8.11	10.43	—	11.55	3.01	4.46	5.54	—	—	—	7.14
Fanning Dep.	7.30	8.15	10.47	—	12.00	3.08	4.50	5.58	—	—	—	—
Market Dep.	7.40	8.26	10.57	—	12.11	3.17	5.00	6.08	—	—	—	—
Tai Po Dep.	7.54	8.31	11.01	—	12.16	3.23	5.04	6.13	—	—	—	—
Shatin Dep.	7.57	8.44	11.14	—	12.20	3.26	5.17	6.25	—	—	—	—
Yau Ma Tei Dep.	8.11	8.58	11.28	—	12.42	3.48	5.29	6.38	—	—	—	—
Kowloon Arr.	8.17	9.02	11.32	12.07	12.48	3.54	5.35	6.44	7.22	7.49	—	—

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FROM MACAO: 8.00 A.M. "SUI AN" (Sundays Excepted)
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THE AUTOMOBILE INDUSTRY IN SOVIET RUSSIA.

STRONG AMERICAN COMPETITION TO SECURE INTERESTS.

FAILURE OF THE HENRY FORD PROPOSALS.

GENERAL MOTORS NOW IN THE FIELD.

Berlin.—Negotiations between the Soviet Government and Henry Ford looking toward the construction of motor-car factories in Russia and envisaging the advancement of credit to help develop the automobile industry in that country have collapsed, the United Press has definitely learned. Similar negotiations with General Motors are, however, still in progress.

Ford, it is understood, agreed to build factories, but refused to extend any credit whatever. On the other hand, General Motors does not wish to construct factories, but is prepared to build assembly plants and has indicated its willingness to extend credit in a fairly liberal amount.

This credit, the exact total of which is still under discussion, would run for 13 months, while the Russian government would be expected to pay 8 per cent. interest on it. Any agreement entered into by the American corporation would be conditional upon Russia's using General Motors parts in the assembling of automobiles.

Credit Advanced.

Incidentally, it has been revealed for the first time that the Autocar Corporation of the United States has advanced a credit of \$3,000,000 to "Amo" of Moscow, the largest of the only two automobile factories in Russia. Exact details of this arrangement are not available.

Believing in being prepared, should all efforts to obtain adequate American credits fail, the Soviet government is going ahead with its plans to erect a large automobile plant of its own at Nishni-Novgorod.

This factory would far the most part concentrate on trucks and commercial cars intended for ordinary commercial use, but also adaptable to military purposes.

Specifications for these cars are being prepared by the Commissariat of War. Approximately 9,000 automobiles would be produced the first year, 24,000 the second, 48,000 the third, and 96,000 the fourth year.

Writing in the *Berliner Tageblatt*, Dr. Leo Gerschun, economist and authority on Russia, stated that the Soviet authorities expect to spend 300,000,000 rubles in developing this project.

He also asserted that without foreign financial assistance "there would be considerable doubt" as to whether Russia can carry the project successfully through to completion. Opposed to this opinion, Soviet officials themselves have expressed confidence that they can do so.

Soviet Inability.

"The ability of the Soviet government to carry out its automobile plans," Gerschun wrote, "must, in the event that foreign financial aid is not forthcoming or is advanced in insufficient amount, be strongly doubted. The building up of a Russian automobile industry can only be undertaken in connection with the development of several other important and related industries."

"Before all, Russia to-day lacks metal factories, which can supply at economical costs the special metals needed for automobile production. Such factories can supply these materials only when they are assured of a market large enough to absorb much more than 10,000 tons yearly, which, however, appears to be possible only through a very wide extension of automobile manufacturing."

"There also arises the question of 'automobile accessories,' the production of which is virtually non-existent in Russia, and further—

more the fact of an inadequate tire output. Similarly significant is the presently limited potential production of gasoline due to the small number of refineries."

"Still another difficulty is the almost complete lack of well-trained technicians. During the last two years, but for the first time in many years, the technical colleges graduated several automobile engineers and technicians. This step forms part of the plan of the Soviet government for the establishment of factories which will supply materials needed by the automobile industry. But here again the financial position of the Soviet Union comes into question."

Bad Highways.

"Last, but not least, is the poor condition of the highways and roads of Russia, which will prove a hindrance to any expansion of automobile traffic. In Russia at present there are no more than 725,000 kilometers of roads, of which not more than 28,000 kilometers are highways."

"Of these last over 65 per cent. are in bad conditions, and of the remainder from 65 to 95 per cent. Here again the Soviet government is seeking a remedy. For the current fiscal year 63,000,000 rubles have been voted for road building."

"This sum, however, will in no way suffice for a noticeable betterment of the roads in Russia. As a result of this the Soviet government wishes to adopt measures which will attract foreign capital for road construction."

"Meanwhile Russian representatives will go abroad to study this problem and foreign experts are expected to be invited to Russia to advise and co-operate in laying out a road building programme."

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THE NAVY'S CHOICE
Coates'
ORIGINAL
PLYMOUTH GIN
OBTAINABLE EVERYWHERE.

Diary of Coming Events.

To-day.
(July 3.)
Tennis.—Mixed Doubles: Craigengower v. Kowloon C.C. Ladies; R.C. v. Chinese R.C. University; Kowloon Bowling Green.
Lawn Bowls: Kowloon C.C. v. Sports Club.
Queen's Theatre: "The Isle of Dreams."
World Theatre: "The Smart Set."
Star Theatre: "The American Venus."
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel, 8.30 p.m.
Tides:—High, 6.57 a.m. and 7.09 p.m.; Low, 1.16 p.m.
Thursday.
(July 4.)
Declaration of American Independence, 1776.
American Club "At Home," 11.30 a.m.
Property Auction: Kowloon Island Lot No. 1925, China Auction Rooms, 3 p.m.
Queen's Theatre: "Eternal Love."
World Theatre: "The Way of All Flesh."
Star Theatre: "Ramona."
Tea Dance: H.K. Hotel, 4.30 p.m.
Friday.
(July 5.)
Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.
Chinese Seamen's Associated Union Meeting.
Queen's Theatre: "Eternal Love."
World Theatre: "The Way of All Flesh."
Star Theatre: "Ramona."
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel, 8.30 p.m.
Tides:—High, 7.19 a.m. and 9.24 p.m.; Low, 12.50 a.m. and 2.58 p.m.
European Mails:—Outward: Europe via Marseilles (Kashgar), 10.30 a.m.
Saturday.
(July 6.)
Golf Captain's Cup, Fanning.
Lawn Bowls:—Division I: Civil Service v. Kowloon Dock, Recreation; Division II: Craigengower v. Kowloon Bowling Green.
Tennis:—Division I: Civil Service v. Kowloon Dock, Recreation; Division II: Craigengower v. Recreation, H.K. Electric v. Civil Service, Yacht Club v. Kowloon C.C., Tai Koo v. Kowloon Bowling Green.
Tennis:—"A" Division: Recreation v. University; "B" Division: Chinese R.C. v. Kowloon, Recreation v. M.B.K., Indian R.C. v. R.E. and R.S., South China v. Nippon, Y.M.C.A. v. University; "C" Division: R.E. and R.S. v. South China, Craigengower v. H.K.C.C.
Queen's Theatre: "Eternal Love."
World Theatre: "The Way of All Flesh."
Star Theatre: "Ramona."
Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.
Dinner Dances: Repulse Bay Hotel, and Peninsula Hotel, 8.30 p.m.
Tides:—High, 8.05 a.m. and 10.25 p.m.; Low, 1.30 a.m. and 3.42 p.m.
Sunday.
(July 7.)
Sixth Sunday After Trinity.
Thanksgiving service for recovery of H.M. the King, Cathedral, 11 a.m.
Ritz Day Concert, Filipino Club.
Golf: Captain's Cup, Fanning.
Tea Dance: Repulse Bay Hotel, 4.30 p.m.
Tides:—High, 8.25 a.m. and 11.25 p.m.; Low, 2.12 a.m. and 4.28 p.m.

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INCREASED POWER
LONGER WHEEL BASE
CHROMIUM PLATED RADIATORS
LONGER SPRINGS
GREATER BEAUTY
And LOWEST PRICES in their respective classes

SHOWROOM "DURO" MOTOR CO., LTD.
SERVICE STATION NATHAN ROAD, KOWLOON.
DISTRIBUTORS:—GILMAN & CO., LTD.

BEAUTY FOR THE PETROL PUMP..

PROPOSED BAN ON ALL ADVERTISEMENTS.

Eight suggestions for improving the appearance of petrol-filling stations, which have been universally condemned as unsightly blotches on British country roads, are made by the Petroleum Filling Stations Committee in a White Paper issued recently.

The committee, of which Sir Lionel Earle was chairman, proposed that their suggestions should be incorporated in a code of by-laws. They are:—

All advertisements should be prohibited, except the sign, the name of the proprietor and of the premises, trade marks, proprietary names or affixed to petrol pumps and oil containers, and the guarantee disc of quality.

Uniform colouring should be employed throughout the station, except that a band of distinctive colouring not exceeding nine inches in depth, may be painted on petrol pumps, and a similar band not exceeding six inches in depth may be painted on oil containers.

Unsignificantly material should not be used in construction or roofing of the station.

Flashing lamps should be prohibited.

The premises should be kept in a tidy and orderly condition.

As regards existing stations, visible galvanised or corrugated iron should be painted, but its use in any visible position on new stations should not be permitted.

Plans and specifications of any proposed filling stations, and of any existing station proposed to be altered, should be submitted to the local authority six weeks before erection or alteration is to be commenced.

We cannot recommend the prescription of either a general scheme of screening or a general colour, nor a requirement that all filling stations should be provided with a draw-in, nor that any limitations should be placed on the size of filling stations.

Picturesque Villages.

In the case of a picturesque village street, the committee say, "it would be open to the council to make special by-laws requiring every petroleum filling station to comply with such requirements, for example, as that no part of any apparatus should be visible to the public from any point in the street, that every roof and wall visible to the public should be respectively tiled and faced with the natural stone of the country, and that all screening used should consist of walls built of such stone."

The committee "formed the definite opinion that one of the main reasons for the unsightliness of so many filling stations is the indiscriminate and haphazard display of unsightly advertisements," and they recommend the "obvious and easy solution" of banning such forms of display and prohibiting advertisements, subject to certain exemptions. They add:—

"We consider that the needs of trade would be adequately met if proprietors were limited to displaying their name and that of the premises not more than once in a position not higher than the lowest level of the roof, in letters not exceeding twelve inches in depth."

AUTOMATIC TRAFFIC SIGNALS.

Automatic traffic signals are now installed in 21 towns in Great Britain. In most cases the system is the same as that in Manchester, signals by three lights showing for a fixed period in rotation. The towns where these devices are installed are:—

Coventry, Newcastle, Liverpool, Wakefield, York, Manchester, Salford, Warrington, Edinburgh, Wolverhampton, Southampton, Preston, Exeter, Derby, Bristol, Doncaster, Brighton, Bedford, Northampton, Accrington.

PLANE TYRES.

NEXT TO MOTOR IN IMPORTANCE.

Much of the experience that has gone into the modern automobile tyre is being used to advantage in the manufacture of airplane tyres, the demand for which is rapidly increasing as Governments in many countries subsidise commercial air transportation.

The method of production is the same for both types of tyres, however, the airplane tyre must be manufactured strictly in accordance with Government regulations. An airplane tyre is being core-built, but as soon as production warrants will be changed to the flat-built process.

In an airplane weight is a serious item. Considering this fact, the weight of the tread stock used for airplane tyres is not nearly so heavy as in automobile tyres, nor is it necessary for ground contact. Nevertheless, for a safe take-off and landing the airplane tyre must be built exceptionally strong to carry the load of the plane and withstand its speed.

It is generally held to be no exaggeration that in an airplane the tyre is second in importance to the motor.

Puncture-proof tubes will shortly be included, and thereby the grave danger connected with the failure of the airplane tyre equipment will be minimised to a still greater extent.

Similar to an automobile tyre, blow-outs in airplane tyres can be caused by overload, improper inflation, or landing conditions.

The Goodyear Tire and Rubber Company, of Akron, Ohio, U.S.A., started making airplane tyres in 1910. At present two principal types, the beaded edge and the straight side airplane tyre, are manufactured in 16 sizes. The latter is made in either smooth or in all-weather tread.

This array includes the sizes for airplane tail-wheels of swivel action for use in place of the tail skid, and where front wheels are equipped with brakes. The tail-wheel tends to increase the ease of handling the plane, and reduces the cost for the maintenance of the landing field.

FRENCH MOTOR ROADS.

ELEVATED HIGHWAY SUGGESTED!

[United Press.]

Paris.—Motor traffic has become so heavy that engineers to-day are seriously considering the construction of a 2,000 mile elevated highway for high speed travel between the principal cities of France.

This road, raised a level of twenty-five yards above the ground, will step across the country from Paris to Lyons, to Marseilles to Nice in one stretch; from Marseilles the line will branch off to Toulouse to Bordeaux. To the North the line will touch Poulgus, and in the West Strasbourg.

The cost of the undertaking is estimated at about 850,000,000, but it is pointed out by supporters of the scheme that the materials could be obtained from Germany as reparations. Objections to the plan are raised from the aesthetic point of view, it being pointed out that this road, crossing private estates and rivers, canals and farmlands the length and breadth of France would be unsightly and never tolerated by French land owners.

On the other hand the argument is advanced that this giant speedway would mean a great economy from many points of view. Congestion on the roads of France to-day is enormous, the number of cars now employing the ordinary highways being calculated at 2,000,000. This number will be swollen this summer by the tourist cars which are increasing in number each year. The possibility of the use of the speedway to supplement the regular rail communication much in the same as is now being done in the United States is also foreseen.

In this connection, it is interesting to note that the Chamber of Deputies would have the government study ways and means for putting into effect a plan for co-operation between motor-trucks and automobiles and the railroads.

MOTOR NOTES

SLEEVE-VALVE ENGINE.

MOTORING PUBLIC INTERESTED.

With a noticeable trend on the part of automobile buyers toward the new Willys-Knight "70-B," the public in general is disclosing an increased interest in the sleeve-valve type of engine such as is employed in these Willys-Knight products. Many times the question is asked in what way the Willys-Knight sleeve-valve engine differs from the poppet valve type, such as is employed in other motor-cars.

Engineers point out that the fundamental principle of all internal combustion or gasoline engines is the same. Gasoline and air, properly mixed in the carburetor in vapour form, are taken into the cylinder where the vapour is compressed to make it highly explosive, igniting at the proper point of compression, the resulting explosive energy operating the mechanism.

It is the difference in the method of "valving" the Willys-Knight sleeve-valve engine that distinguishes it from engines of other types, valving being the term used for providing the entry of fresh vapour into the cylinders and the expelling of the burned or dead gases.

How They Work.

In the usual type of engine the valve mechanism consists of a circular plate of metal mounted on a stem. The valve is opened by means of a cam, or bump on the camshaft, which raises a "push rod," which in turn raises the valve stem and as a result opens the valve. It is closed by means of a strong spring which pulls it back on its seat.

In the Willys-Knight sleeve valve engine two cylindrical sleeves of grey iron, one within the other, travel up and down between the piston and cylinder wall in such a manner that when ports or openings, which are cut in the upper end of the sleeves, come into register with each other and with the corresponding port in the cylinder wall, the valves are open. The intake port which allows the fresh gas to enter is on one side and the exhaust port, which permits the burned gasses to leave, is on the opposite side.

The sleeves are actuated by small rods connected to an eccentric shaft, taking the place of the camshaft used in other engines. The operation of the sleeve-valve is similar to the operation of steam engine valves and has the same advantages of quiet operation and positive control at all speeds.

The entire Willys-Knight sleeve-valve engine has been designed to keep pace with the latest engineering developments, bringing to the motor-car field a new conception of smooth and quiet operation combined with a power and speed development to meet all needs of the driver.

"BUS AND COACH" THE NEW JOURNAL FOR OPERATORS.

In its introductory remarks in its first number, *"Bus and Coach"* says:—"It is our privilege to introduce to 'bus and coach' operators throughout the English-speaking world the first British journal to be devoted solely to their interests. It is our confident hope that they will grow to regard this journal as an indispensable source of inspiration and information."

It is admitted, even in the United States, that the leading operators in Great Britain know more of their business than those in any other part of the world. This being so, it is a curious fact that, hitherto, less experienced British operators at home and overseas have had to look to foreign sources for a journal devoted exclusively to the interest of their industry.

"Bus and Coach" will cover every phase of the business; it will deal with town and country bus working by municipal authorities, by public companies and by private firms; with railway companies' road services; with long distance coach services, and with other forms of coach operation, including touring, excursions, and the conveyance of public parties. It will comprehend all branches of the subject, from the selection, maintenance and control of vehicles and their equipment to the staffing of the fleet and the management and handling of traffic. Parliamentary and legal questions and the considerations of peculiar conditions obtaining overseas will not be neglected.

Passenger carrying by road has during the past few years become a specialised industry with an individuality of its own. It has its own peculiar interests and problems, demanding an equally specialised journal such as we have.

The outlook for the industry is constantly changing, and facilities for frank exchange of opinion and criticism, provided by the columns of *"Bus and Coach"*, will be welcomed by every operator.

WOMAN'S CHASE IN A MOTOR-CAR.

ESCAPED DOG AND A COLLISION.

A woman's chase after her escaped dog in a friend's motor-car had a sequel at Feltham police court, when Mrs. Gladys Croft, of Hartfield Road, Sunbury, was fined £1 for driving a motor-car negligently and ten shillings for driving the car without a licence.

Mr. C. M. Melville, prosecuting, said that Mr. H. P. Wells, of Putney, was driving a car along the Sunbury Road when Mrs. Croft drove out of a side road and crashed into him.

She said, when spoken to by the police, "I sounded my horn, and it was not my fault. One of our dogs got out of the house, and I jumped into a friend's car and drove after it. My licence expired in 1920, but I have not driven a car since."

Mrs. Croft said that she was going at about five miles an hour at the time of the accident. The dog that escaped was an Alsatian, and, without thinking of a licence, she jumped into a friend's car at once to try to catch it.

COUNTER ATTRACTION.

MOTORIST'S ATTENTION ON HIS GIRL COMPANION.

Stanley Holmes, of Ladbroke Grove, Bayswater, who was summoned at Willesden Police Court for driving a motor-car dangerously, was stated to have come in collision with a motor-cyclist.

He remarked to a young woman who was with him, "I want doing more than sixty miles an hour."

She replied, "Yes, you were."

Holmes, who pleaded that he was looking at the young woman instead of the road, was fined £10 and 17s. costs.

Motor driver at Lambeth: The constable jumped from one side of the road to the other like a fairy.

£100 MOTOR-CAR.

NO CAM-SHAFTS, VALVES OR TAPPETS.

London.—The *Morning Post's* motoring correspondent discloses that a motor-car costing £100 will shortly be put on the British market, as the result of co-operation between a British company and well-known engineers at home and abroad.

Arrangements are now being made to manufacture this car on a large scale in England.

With a two-stroke four-cylinder six horse-power engine, a moderately long wheel base and four-wheel brakes, it will do 50 miles per gallon, and is capable of a maximum speed of 60 miles per hour.

It will probably be called the Meyer.

The new model has no cam shafts, valves or tappets to adjust, and is fitted with ingenious starting and springing devices.

WOMAN MOTORIST FINED £10.

Miss Marjorie Edwards, aged twenty-five, of Victoria Road, Chingford, who was fined £10 and ten shillings costs at Enfield Police Court for driving a motor-car dangerously, and failing to obey a policeman's signal, was stated to have driven almost straight at the policeman, and he had to jump for his life out of the way. She said when stopped, "I am very sorry, but I lost my head."

"STUNTING" TAXICABS.

A taxicab driver complained to Mr. Hay Halkett, the magistrate at the Marylebone Police Court that he had been attacked by a motorist, who accused him of turning sharply in the road and putting him off his route.

"I am often expecting this to happen," replied Mr. Hay Halkett. "You taxicab drivers suddenly, without the slightest warning, turn round in the road. I have been nearly smashed up half a dozen times in that way when I have been driving a car."

WILLYS KNIGHT CARS & TRUCKS.

SHOWROOM "DURO" MOTOR CO., LTD.
SERVICE STATION NATHAN ROAD, KOWLOON.
DISTRIBUTORS:—GILMAN & CO., LTD.

CAR AS RAIL AMBULANCE.

INTERESTING CONVERSION.

The Standard Agents in Brisbane, Messrs. Cars of Britain, Ltd., have recently carried out a most interesting conversion by constructing an ambulance body for a 9 h.p. Standard chassis and converting the chassis so that it would run on rails. This ambulance was to the order of the Charleville Ambulance Brigade. The chassis was converted by the removal of the pneumatic tyres which were replaced by light steel flanged wheels, the front axle being replaced by a solid axle. The track was reduced to 3 ft. 6 in. so that the ambulance would run on the Queensland railway track. A cowcatcher was fitted to the front of the chassis.

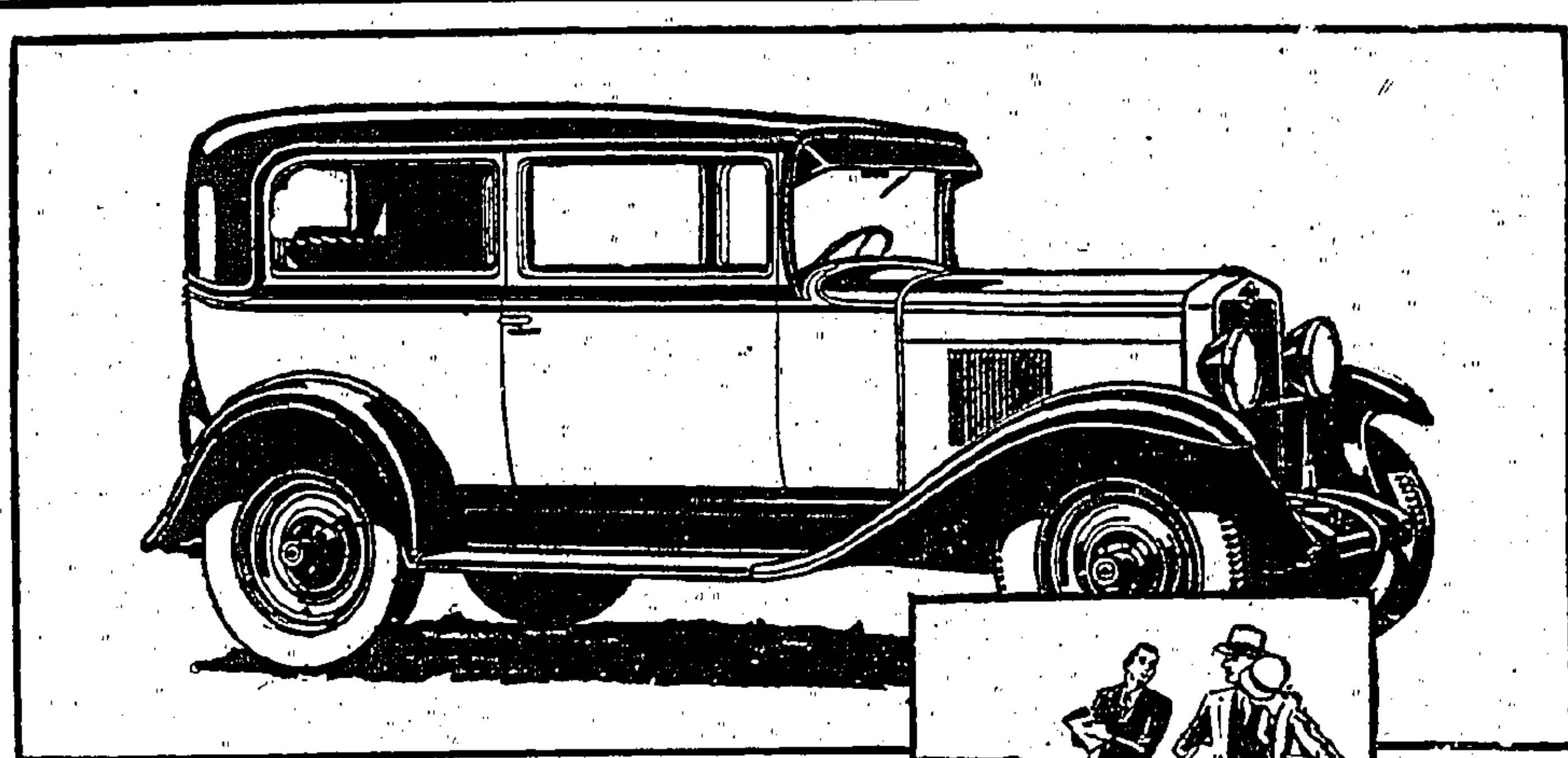
The body, built by Messrs. T. Gardiner of Newmarket, Brisbane, has accommodation for one stretcher case and one sitting or lying down case in addition to the driver and attendant. Under the lying down seat a locker is provided to accommodate all the necessary first-aid outfit. An interesting part of the equipment is an ingenious turntable for turning the car on the rails. It is made in six sections which, when dismantled, store away in a locker under the body of the car. The turntable can be assembled, the car turned round and the turntable repacked within ten minutes. The inside of the ambulance body is equipped with powerful electric light, while the usual electric equipment of the car is retained.

After completion and tests in Brisbane the car was driven to the railway workshops at Ipswich, where it was subjected to official tests, through which it passed satisfactorily, the railway authorities expressing the opinion that this Standard car was one of the best they had seen for this class of work. In order further to test the car Mr. M. D. Daves, Managing Director, and Mr. A. G. Barrett, Manager of Cars of Britain, Ltd., obtained permission from the railway authorities to drive the car under its own power on the rail track to Charleville, a distance of 884 miles. During part of the journey heavy head winds were encountered and a cheap grade of petrol had to be used, but nevertheless an average of 34 m.p.g. was obtained for the whole journey. During a demonstration at Charleville a total weight of passengers amounting to 116 stone was carried, and yet the car negotiated the steepest grades on the line of 1 in 50 at a speed of 40 m.p.h. The Charleville Ambulance Superintendent reports that since taking delivery of the Ambulance several long journeys have been made, and the performance and comfort of the car are exceptionally good.

ALLEGED CAR THIEVES.

Charles McEnaney, Alfred Salisbury, and Frank Caward, all young men, were remanded at the Thames Police Court on a charge of being concerned together in stealing a saloon motor-car valued at £300, the property of Mr. Lewis Levy, a costume manufacturer, of Sidney Street, Mile End.

It was stated that the car was stolen from a garage, which was opened by means of a key.



It's a favourite
with women

So Beautiful—So Easy to Operate—So Economical

WHEN YOU SEE this New Chevrolet, Madam, you will understand why it has met with instant favour with women drivers in all parts of the world. Fisher body craftsmen have provided not only good looks—but luxurious comfort—and refinements that have heretofore been obtainable only in higher priced cars.

WHEN YOU SIT at the big, handsome wheel and feel how easy it is to guide the car at your slightest command—how smoothly the clutch works—how easily and surely the four-wheel brakes respond to a slight pressure of your toe—how convenient the gear shift lever is—how smoothly the gears mesh—you'll be provided with further evidences for the unprecedented popularity of the New Chevrolet among women like yourself.

AND WHEN YOU DRIVE it—and note the tremendous power and flashing acceleration and speed at your instant call, you'll want to own it.

And why this car provides as well such a revelation in economy of purchase and upkeep—is it any wonder that it is such a favourite?

May we take you for a ride to-day?

THE OUTSTANDING CHEVROLET OF CHEVROLET HISTORY.

"Ready for Delivery."

TOURER G. \$790. SEDAN G. \$980.

ROADSTER G. \$790.

1½ TON TRUCK CHASSIS G. \$755.

THE HONG KONG HOTEL GARAGE

25, Queen's Road Central.

The new Chevrolet Coach upholstered in blue Corduroy.

MOTOR NOTES.

MOTOR COACH PROSPERITY
IN 1929.

Whitson is generally regarded as the period of the year when the curtain is raised on the season's motor-coaching activities. That being so, the 1929 programmes of coach owners in all parts of the country are gradually expanding to a crescendo point in the mid-summer season and will then tail off as the winter months approach.

The evolution of the motor coach, from the open type familiar in the days of the travel-by-road movement to the all-enclosed saloon which is so popular to-day, has done much to overcome the seasons, says *The Commercial Motor*, and winter travel by road has received a marked fillip as a result of the more general use of vehicles having fixed or all-weather bodies.

Much has been accomplished during recent years in the design, construction and equipment of coaches, and buses to ensure comfortable travel, and with the advent of low-loading chassis having flexible engines, servo-assisted four-wheel brakes, improved suspension and larger-section pneumatic tyres it can certainly be said that the passenger vehicle of to-day possesses features making for reliable and economical running.

NO CAUSE FOR ALARM.

In connection with press reports on two dirt-track fatalities, *Motor Cycling* says:—

"Whilst we would be the first to express our sincere regret at these accidents (and to offer our sympathies to those bereaved by them), we feel bound also to remark that the public should not allow its judgment to be swayed too greatly by anything that was published on Sunday. Dirt-track racing, in common with other sports, is not entirely free from danger, but that fact should be admitted with no greater compunction than is felt in connection with, for example, horse racing or Rugby football. Only last week a young man of some social eminence lost his life in a steep-chase accident, but that tragedy is unlikely to produce any general outcry against the sticks. Actually, only one speedway rider was killed in this country while racing during the whole of the 1928 season; that we have been less fortunate this year is purely a matter of ill-luck.

"In any event, dirt-track spills bear no relation to motor-cycling as conducted by the average man or woman. Road travel obviously has about it none of the risks of the speedway, whatever they may be, and to associate the two things is manifestly absurd. However much we may deplore the unfortunate incidents that marred the speedway sport of last week-end, we must realize at the same time that they constitute positively no cause for serious alarm."

BUMPERS BEAR THE
BRUNT.

Writing in *The Light Car and Cyclecar*, "Focus" advocates the use of spring bumpers for cars. Bumpers, he says, seem to be taking on more slowly than I expected. My first pair was fitted about two years ago, and I soon decided that there must be few people who having tried them, would care in the future to go bumperless. Bumpers give the driver confidence when manoeuvring in a very restricted place, and they prevent a great deal of the damage which is otherwise done to wings in public garages, while affording a convenient means for pulling and pushing the car about when it has to be moved.

The main objection which I have found to the use of bumpers is that they are very difficult things to keep clean, their numerous nooks and crannies harboring mud and their rickety plating being anything but proof against rust. The type of bumper which I shall specify in future will be either tubular or flat, chromium plated and embodying a minimum number of clips, brackets and so forth. A bumper need not necessarily be proof against small mishaps; the requirement is that it shall bear the brunt instead of a fragile wing or radiator that is hard to restore to its original form.

THE NEW SLEEVE-VALVE
PRINCIPLE.

"From time to time many new power units for motor cars are evolved, which claim to effect a saving in consumption or give increased power; yet the ordinary petrol engine still seems to be the most practical type of power unit; however many improvements new types of engines may claim, there always seems to be some point wherein they are impracticable. Of course, all petrol engines are not built on quite the same lines. We have, for instance, the sleeve-valve engine, which has always been continued by some manufacturers.

The trouble with the sleeve-valve engine was that it had one or two disadvantages which could not be overcome—that is, until now. Last year the Arrol-Johnson and Aster Engineering Company evolved a sleeve-valve engine which they claim removes all the disadvantages; and their claims certainly seem to be borne out in practice. The new type of engine is as silent as any sleeve-valve unit—which is saying something. The pull and acceleration are remarkably good, and like most sleeve-valve engines it requires little inspection. Arrol-Aster certainly seem to have overcome a difficulty which has puzzled engineering brains for many years. It will be interesting to watch the further growth of this design.

TRAINING SHIP'S NEW
AUXILIARY EQUIPMENT.

Any curriculum for training in seamanship which does not now include some knowledge of auxiliary engines must first be coming obsolete—these responsible cannot afford to ignore modern methods of propulsion. It is, interesting to note, therefore, that following the installation, not long ago, of an Ailsa Craig engine in the motor launch of the training ship Conway, at Birkenhead, the Education Committee of the Scarborough Corporation have recently placed a contract for the installation in their training ship *Maie Graham* of two 20/24 h.p. 4-cylinder engines, by the same makers, the Ailsa Craig Motor Co. Ltd., of Chiswick, London. As this ship is 74 ft. long with a beam of 15 ft. and a draft of 10 ft., the engines will be fitted with reduction gear, and the fuel to be used will be paraffin. The boys under training will, therefore, have the inestimable advantage of gaining experience in the handling of a modern marine motor and, furthermore, of one that is largely used in the lifeboats and launches of British ships.

1,200 MILES IN THE DARK.

A very strenuous test of a motor-cycle combined lighting and ignition set was recently carried out in Britain under Auto Cycle Union observation. A standard Lucas "Magdyno" set, fitted to a 3.48 h.p. motor-cycle and sidecar, completed a run from Nottingham to Land's End, and thence to John O'Groats, a total distance of 1,221 miles, running only after dark.

Every mile of the total distance was driven in the dark during eight nights, and there was no daylight charging of the battery, which was under full load of all lamps, head, tail and sidecar, throughout each night.

Almost Arctic weather conditions were encountered, with fog, sleet and snowstorms. There were 26 degrees of frost at times, and the Grampians were crossed in a severe blizzard with 18 in. of snow in places. No trouble whatever was experienced, however, except for a headlamp bulb breakage at 800 miles, and the rider says that "Magdyno" gave a brilliant light and constant spark throughout the journey of nearly 80 hours.

100 PER CENT. SUCCESS.

A six days' test of motor cycles was recently held in Italy, in which all classes and makes of motor cycles participated. It is interesting to note that the team of British-made Ariel motor cycles was the only team in the 500 c.c. class to complete the strenuous test, thus winning the team prize of that class, also a special cup for one hundred per cent. success awarded by the Italian Club to foreign motor cycles.

BRITISH ENGINES AT
A 50,000 MILE TEST.
SWISS SHOW.

The growing popularity of British aero engines on the Continent is indicated by the number of important air-lines that are fitted with British equipment. The more progressive British manufacturer is also alive to the opportunities for expanding his European business in the air by participating in the principal aero shows on the Continent. Thus Armstrong Siddeley Motors, Ltd., were fully represented at the recent Swiss Aero Show at Geneva. The time was well chosen, and as Geneva is an excellent centre the event assumed a really international appearance.

The Armstrong Siddeley engines exhibited comprised the 480 h.p. 14-cylinder Jaguar, the 225 h.p. 7-cylinder Lynx, the 130-140 h.p. 8-cylinder Mongoose and the 80-88 h.p. 5-cylinder Genet. All these engines are of the air-cooled radial type, an interesting point being that the cylinders, pistons and many other parts of the three larger engines are identical; the difference in power being obtained by varying the number of cylinders used. This is an important point because it means that it is possible for any organisation requiring full and varied equipment for a number of different purposes to specialise in Armstrong Siddeley engines, and thus economise in the number of spare parts carried and the experience required for maintaining these engines. Thus fighter aircraft might be engine by Jaguars, and training aircraft by Lynx or Mongoose.

The range is completed by the 80-88 h.p. Genet which is specially designed for light aircraft and by the Leopard, a 14-cylinder engine of 700-750 h.p., which has been specially developed for carrying very heavy loads such as torpedoes or troops. This engine was not shown at the Exhibition, but like other Armstrong Siddeley productions is well-known on the Continent where it has already been in service in Heinkel sea planes. The Jaguar engine, which can also be supplied with reduction gearing or with a supercharger, is a thoroughly proved production which has created a wonderful record in the Argosies of Imperial Airways by setting up a standard of 400 hours between overhauls and entirely dispensing with the usual top overhauls. The Lynx engines are used on two of the most important Swiss Airlines, on a new French Airline, on the Dutch East Indies postal service and in the fighting forces of a number of foreign governments.

The Mongoose, which is a lower powered edition of the Lynx, is coming into general use for British training aircraft, while the Genet is attracting widespread interest on the Continent owing to the fact that it recently won the East Prussian Flying Competition on a BF-W aeroplane, and was also used on the Fecher machine which set up a world speed class record in Germany.

Technically Armstrong Siddeley engines possess many interesting features, among which may be noted the patented method of securing aluminium cylinder head to the steel cylinder joint which provides a perfect gas-tight joint with good thermal contact, the extraordinarily simple, efficient and patented means adopted for holding the cylinders in the crankcase, the special system of assisting the distribution of gas by means of a fan and, of course, the epicurean reduction gearing and the supercharging equipment. The reduction gearing provides the smoothest possible running and allows the engine to develop more power because it can be run faster. The propeller runs slower and so develops greater efficiency. This type of gearing is available with the Jaguar and Lynx, and is being used on the new Jaguars which will shortly be operating on the London India Airline. The supercharging equipment has been in service in the British Royal Air Force for several years and is recommended for engines required to give the best results at very high altitudes.

It will be seen, therefore, that the range of Armstrong Siddeley engines covers every field of flying and that by using these engines either singly, in pairs or in triplicate, every possible type of aeroplane, for land or sea service, can be powered by Armstrong Siddeley.

A STITCH IN TIME—

One day last week I escaped from a very difficult position in which a smash would have been inevitable, writes "Focus" in *The Light Car and Cyclecar*, had I not very carefully adjusted my four-wheel brakes a few days previously. I was descending a hill on a wet shiny road at about 25 m.p.h., and ahead of me I saw a bus making about 20 m.p.h., with a row of stationary lorries on the off side of the road. As I was on the point of passing the bus one of the lorries pulled out from the line, entirely blocking my passage. My brakes, which a few days previously would have been fully adjusted, were now unaccountably slack, grabbed the car as (Continued at foot of next column).

Some motor car manufacturers have been known to produce cars direct from the "drawing board," and to offer them to the public with the most casual of preliminary road tests. In fact it has been said that the public is the best tester! No doubt it is; but it is also certain that this method must inevitably react on the prestige of the manufacturer.

The introduction of the Hillman Straight-Eight at the Motor Show last year came as so great a surprise that one might well be excused for thinking that its tests had been of a cursory nature. But in point of fact, the first Straight-Eight was made nearly a year before and was subjected to a rigorous road test of no less than 50,000 miles, in England and on the Continent before the manufacturers even decided to put it into production. When, therefore, it was exhibited, it was no experimental model, for each minor fault had been found and eradicated before the Show model was made.

When an altogether new model is exhibited at Olympia there must necessarily be a lapse of some months before deliveries in numbers can be made. The manufacturers of the Hillman "Straight-Eight" have left no stone unturned in their efforts to expedite production, and that the first large batch should now have been delivered is a credit to their energy and organisation.

Immediately on its introduction this new Hillman created the keenest interest. This was due to a number of reasons; it was by far the cheapest British Straight-Eight; it was also the cheapest straight-eight on the British market regardless of the country of origin; and it was a car which was at once distinctive and comfortable.

Over and above these things, it was obvious to the discerning motorist that this new Hillman must inevitably be in great demand overseas, as its price and engine capacity render it a keen competitor with the foreigner. The world export is, by the way, in the hands of Rootes, Ltd.

The car is just over 2½ litres in capacity (2,630 cc.), and with its four-speed gear-box, can attain 50 m.p.h. in third and 70 in top. Its acceleration is little short of wonderful, but at the same time is so smooth as to be scarcely noticeable. The evenly balanced eight-cylinder engine is vibrationless at all speeds and the transmission, springing and other component parts are so efficient that it is no exaggeration to describe its movement as "silken." At the home price of £485 for the Saloon type, including Triplex glass, Dewandre brakes, furniture, hide upholstery, and special fittings, it strikes an altogether new note in British motor cars.

A NEW AND FASTER
CHASSIS.

FOR 20-PASSENGER BUS AND COACH BODIES.

A recent addition to the Commer range is the 5P type Chassis for 20-seated Coaches, or "Buses," which has been specially designed throughout for speed and economical service. Provision is made for bodies that will accommodate 20 passengers without any discomfort, and to this end wheelbase of 12 ft. 8 ins., with a body length of 16 ft. 3 ins. is provided.

The engine of four cylinders, monobloc, 80 mm. x 140 mm., giving 33 h.p. at 1,500 r.p.m. and up to 48 h.p., ample power to ensure high average speeds being easily maintained. Flexibility is particularly marked, gear changing in traffic being seldom necessary.

The engine and four-speed gear-box are entirely separate units, which is most important from a maintenance point of view. Naturally, the time required for any necessary adjustments thereto is greatly reduced, as compared with unit construction.

All the controls are light, and particular mention must be made of the Marles steering gear (specially designed to suit this class of work), which ensures a lightness and smoothness of operation that is usually associated only with high-grade private cars.

Four-wheel brakes are operated by Dewandre-vacuum servo mechanism, and a hand brake on the transmission is provided. The chassis equipment includes 33 in. x 5 in. Dunlop pneumatic tyres (with twin tyres at the rear and pneumatic tyre spare wheel), a power tyre inflator, outrigger brackets, and a 12-volt electric lighting set with five lamps, an electric horn and speedometer.

thought it had run into a wall of cotton-wool.

It is pleasant after a scare of his kind to be able to compliment oneself, upon having gone to some pains to ensure that the brakes work properly instead of having to rely on a good car principally through one's own fault. Moral, look to your brakes.

ROMANCE! MYSTERY! DRAMA!

THE
ISLE
OF
DREAMS

A delightful photoplay produced on the Continent and played by an all-German cast!

AT THE QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

A POPULAR STAR'S GREATEST
COMEDY HIT!

A rollicking story of love and polo!

WILLIAM HAINES
IN
THE SMART SET
AT THE WORLD FINAL SHOWINGS TO-DAY
At 5.15 & 9.20 Only.
2.30 & 7.15—Chinese Picture, "The Mathematics of Fate Part 1"

A NOVELTY COMEDY-SPECIAL!

A sumptuously produced comedy-romance built around the quest of a group of artists who seek the modern prototype of the Venus de Milo!

THE
AMERICAN VENUS
with ESTHER RALSTON
AT THE STAR FINAL SHOWINGS TO-DAY
At 5.30 & 9.20.

INCREASE IN EXPORT
TRADE.

At the recent statutory meeting of Matchless Motor Cycles (Colliers), Ltd., held in London, Sir Alan Hutelings, the chairman, had a very satisfactory state of affairs on which to discourse. He said that the shareholders owned a business which was regarded with admiration by the motor-cycle world, with a position second to none. They had been in possession of the business since August 31, 1928, so that nearly half of the current year had passed, and the deliveries were considerably in excess of those for the same period last year, and the directors were extremely satisfied at the rate of progress which had been made.

There was a remarkable increase in their export trade, and it was no exaggeration to state that there was hardly a country in the world, civilised or uncivilised, where the "Matchless" motor-cycle was not known. Whilst their total deliveries were 16 per cent. in excess of last year and 84 per cent. in excess of the previous year, in the export trade they were 112 per cent. over last year and 151 per cent. over the previous year.

As against the situation in the past, the factory was in the position to fulfil orders promptly, and their sales manager was entering into forward contracts with the knowledge that deliveries would be punctually made. The directors were concentrating upon a system of improved credit facilities which, it was hoped, would have the effect of keeping the factory fully employed during what might be regarded as the slack season.

Their "Matchless" motor-cycles continued to achieve the highest honours in competitive events at home and abroad, in proof of which he might refer to the recent (Continued at foot of next column).

HOW FIRE-EXTINGUISHERS
WORK.

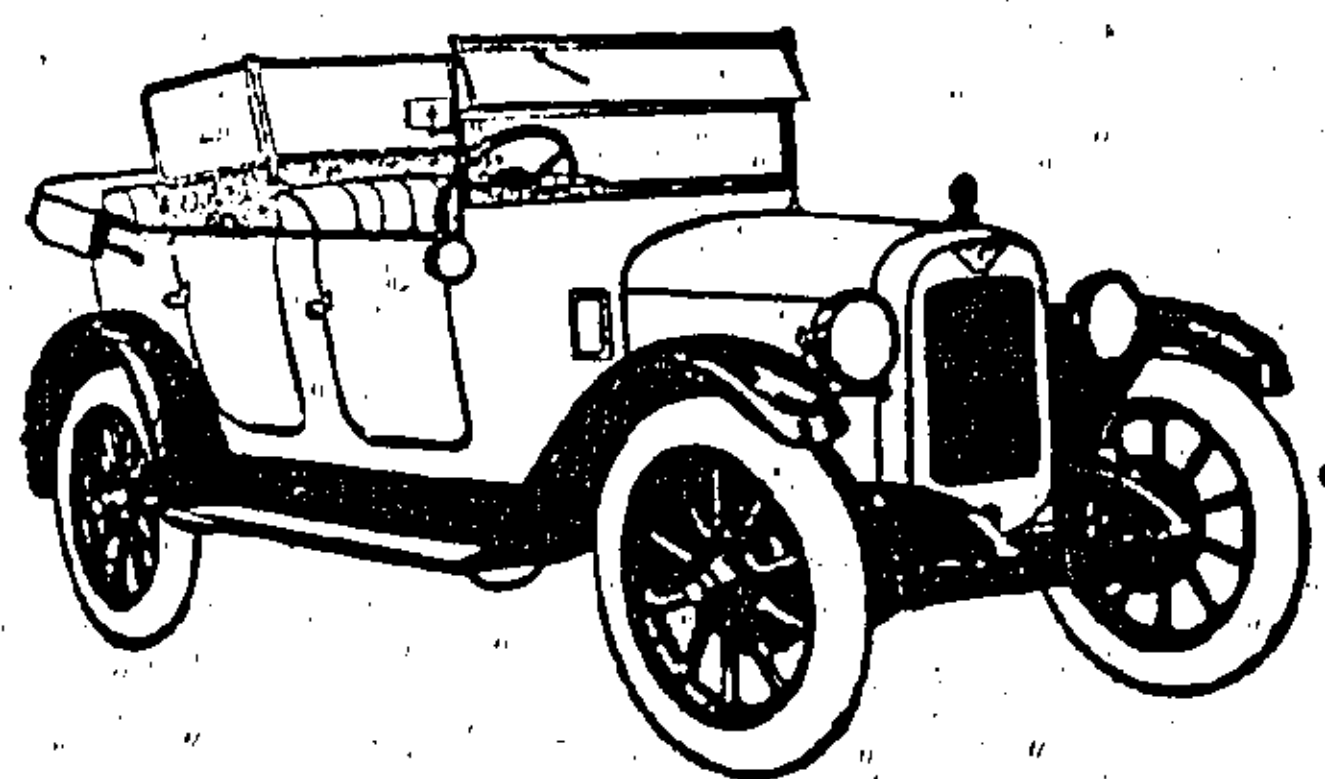
Fire-extinguishers commonly work by smothering the flame at the root rather than by actually reducing the temperature of the burning matter below the point of combustion, states Professor A. M. Low in *The Motor*. The commonest reagent for supplying a heavy inert gas or liquid to any fire is carbon-tetrachloride, while other machines, relying more upon force and upon a liquid fuel of carbon-dioxide, are operated by mixing weak acid from a glass container with an alkaline solution. The whole mixture is finally expelled as the result of the carbon-dioxide generated when the acid meets the alkali.

It is, of course, the breakage of the glass acid container which calls for that exciting moment when one can at last "strike firmly" upon the brass knob. (Penalty for improper use, 2s.)

The powder types are rather interesting, containing some inert material in powder form carried in a cartridge; this powder is shot out in the direction of the fire by an ordinary heavily charged percussion cap.

Cardiff-Leicester-Cardiff reliability trial, in which nine "Matchless" motor-cycles started, gaining 12 awards, including the Manufacturer's Team Prize and two special trophies, while a model V-2 Racing "Matchless" had just achieved the honour of being the first motor-cycle of its class to exceed a speed of 100 m.p.h. in Australia.

He had every hope that when he had the pleasure of addressing the shareholders at the general meeting the result of the first year's working of the company would amply reward their confidence, and that the earnings would justify the payment of a substantial dividend.



12 H.P.

Austin
CARS

are famous throughout the
world for Speed, Comfort, Economy and Reliability.

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(CHINA), LTD.

PRINCE'S BUILDING.

KOWLOON GARAGE & SHOWROOM.

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[A.R.]

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Foulards in London's newest designs, beautiful French silk ties, and the increasingly popular straight-end shape in morocain or the Firmaband make — they are here in profusion and in such delightful colourings that you will have little difficulty in finding some to go perfectly with that coat you have had so much trouble to match.

HANDKERCHIEFS AND TIES TO MATCH.
BATSWING AND THISTLE TIES.

MACKINTOSH'S
MEN'S WEAR SPECIALISTS.

"King George IV"
Old Scotch Whisky

PRE-WAR
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GOOD VALUE. HARD WEAR.



THE "MAXIMO" TOWEL

SERVICEABLE HARD-WEARING TURKISH BATH TOWEL

Thick and durable Fawn ground-ling. White stripes, hemstitched ends, dependable in wash and wear, will improve wonderfully, very soft and absorbent.

Size: 27 by 50 Inchs.

STANDARD VALUE **\$1.50**

THE "MAXIMO" BATH SHEET

Same thick quality and colour as above with fringed ends.

Size: 48 by 72 Inchs.

STANDARD VALUE **\$3.50**

FANCY COLOURED BEACH WRAPS
\$6.50 To \$8.75.

WHITEWAY, LAIDLAW & CO., LTD.
HONG KONG.

THE COLONY'S WATER PROBLEM.

CHINESE CHAMBER OF COMMERCE DISCUSSION.

STRONG SUPPORT FOR TYTAM PUMPING SCHEME.

SUGGESTED METHOD OF PAYMENT RAISED BY
DR. KOTEWALL.

Letters from all sections of the Chinese community have been addressed to the Chinese Chamber of Commerce during the past month on the question of the Colony's water supply and several were cited yesterday when the Chamber held its monthly meeting. A lively discussion took place.

The Hon. Dr. R. H. Kotewall, C.M.G., who was present, took the opportunity to state the problem confronting the Government and what was being done towards the alleviation of hardship.

Mr. Li Yick Mui, Chairman of the Chamber, presided and was supported by Mr. Chan Yue Teng, the Vice-Chairman. Both are members of Water Emergency Committee.

SOME OF THE COMPLAINTS.

Among the letters were the following:—

A letter from residents of Yau-mati, bearing about two hundred signatures and chops asked for longer hours of supply. The chairman explained that since the letter had been received Yau-mati had been put on the twelve hour supply.

A letter from householders in the Central district asked that receptacles placed in queues for the fountains be not chained together, so that residents living in those areas could get to the doors of their houses without performing "acrobatic feats." This complaint, the chairman explained, will be brought to the notice of those concerned.

The Tankers.

One writer suggested that the Government should hire large tankers to convey water to the Colony irrespective of cost. To this Mr. Chau Yue Teng explained that big tankers could not be employed to carry water from nearby places like Wangmoon as their draft would be too deep. If big tankers were employed to convey water from Shanghai, at least ten such boats would have to be employed to keep up a constant supply. Small tankers of 1,000 tons capacity each were, he considered, the proper thing for conveying water from Wangmoon.

Mr. Chau further explained that 3,000 tons of water came from Tsun Wan, Laichikok and Kowloon daily. The Government, he understood, was considering the question of converting small freighters temporarily into tankers.

Building Contractors' Fears.

The Contractors' Guild has written to the Chamber explaining that the water shortage was hampering them and that quite a number of their employees were out of work as a result. A lot of building and construction work has had to be suspended and the resulting loss of work and general distress might lead to unlawful acts. The Chairman said a number of leaders of the Chinese community such as Dr. Kotewall were devoting all their time and attention to the water problem and since Dr. Kotewall was present, no doubt they would hear his views on the questions.

Pressure at Fountains.

The pressure at street fountains was another cause for complaint. The general feeling is that the present four hours a day is entirely insufficient for supplying the population with water. Mr. Ip Lan Chuen, a former secretary of the Chamber, said that he had personally made a study of the pressure at the taps. At one fountain in mid-level (Leong Fai Terrace) the pressure was such that four kerosene tins were filled in one minute. At another tap lower down, one kerosene tin was filled per minute. In two hours, therefore, only 120 buckets could be filled at the low level fountains and only sixty people would be able to carry away water at one period of supply. A number of extra taps had been fitted at different places by the Government, but even with these four hours a day was too short a period.

One reason for fighting at the taps, said Mr. Ip, was that some people came with extra-large buckets. The system of numbering the buckets also had its drawback because people drew water with numbered buckets and filled empty buckets with water thus drawn and when the numbered bucket allayed suspicion. Such tricks naturally caused squabbles.

DR. KOTEWALL'S REPLY.

Dr. Kotewall said that he had had no intention of discussing the water situation when he entered the Chamber. He and his colleagues on the Legislative Council, sympathised with all their hearts with the thousands who suffered through the water shortage, and he assured the Chamber that he and his colleagues would spare no effort to get the Government to do all they can to help the community.

The best scheme so far suggested was to pump water to the pumping station at Tytam so that a regular supply could be released to the houses of Hong Kong and the long and tedious waiting at the fountains be avoided. The Government, said Dr. Kotewall, fully realised this, but for a four hours supply to be turned on, the cost of hiring tankers was beyond the Government as it was at least \$500,000 a month which with cost of pumping, etc., would amount to \$500,000.

When we think of the trouble which the public is put to, some of whom have to wait a whole day for water, whilst others have to spend hard-earned money to obtain enough of that precious liquid, we begin to feel that the loss they sustain is far heavier than the cost of pumping water from tankers into the Tytam," said Dr. Kotewall.

Will the Public Pay?

Dr. Kotewall went on to say he had dealt with the water problem both in the Legislative Council and at the Water Emergency Committee and the public must have read the official replies to his questions. Since then he and his colleagues had received many letters insisting on the scheme to pump water through the mains. "The Government is willing," said Dr. Kotewall, "but, he, no funds. What is to be done?"

The best thing was to get a public meeting to find out if the public were willing to pay for it and if so, how much and in what form. The first thing that arises is whether the landlord or the tenant of a house pays for the water. The next is whether an equal supply can be given to each storey, as otherwise the upper storeys will be paying for nothing. These questions are only a few of the great number that have to be tackled. The Government has appointed a special body of men to go into these questions and they were considering, amongst other things, the Tytam scheme.

Dr. Kotewall said that this was not really the time and place for discussing the water question and added that a public meeting would be held at the Tung Wah Hospital in the course of the next day or so.

Restrictions Each Year!

Mr. Ho Yu said that the question of supply water was entirely one for the Government. Restrictions were by no means unknown in Hong Kong, having been a yearly event. The hardship this year had been very prolonged, some districts having been under restricted supply for almost a year. It was no use suggesting additional taxes as it seemed obviously a matter for the Government to handle and straighten out.

Dr. Kotewall said they were not discussing whether the Government were right or wrong. Mr. Ho Yu would have opportunity to do that at the public meeting. The point was, in brief, "Are the public willing to help themselves?" Dr. Kotewall added that he would be the first to agree with Mr. Ho Yu that the matter should have been one for the Government to handle, but they had had the Government's reply.

Mr. Ho Yu stated that if the shortage continued very much longer, people would leave the Colony and this would in the end react on certain classes of people, like the landlords for instance.

SOME GOVERNMENT ACTIVITIES.

WATER FROM CANTON REACHES.

The Government are pushing on steadily with their organisation of a water supply for the Colony. A feature of their work is the care with which any suggestion, which has the least contact with the realities of the situation, is scrutinised and gone into.

On Saturday Captain Thomas, a valued member of the Water Commission staff, went up to Canton and took a number of specimens of the water in the Canton stretches of the River. An analysis has been completed and the water has been found to compare favourably with that from Wangmoon. The place in question has many obvious advantages as a source of supply, allowing a use of bigger ships than the Fu Kwong. Pros and cons have still, however, to be carefully examined.

A special motor boat has been chartered for the use of those charged with the duty of controlling and supervising the reception of water brought to this Colony by sea-going ships.

The Fu Kwong arrived yesterday with 1,100 tons of water from Wangmoon. With the approach of spring tides and deeper water over the bar the tanker will be able to bring a larger supply without risk of grounding.

Auxiliary Supplies.

At Shamchun over 2,000 feet of 6-inch piping has been laid and work on the small dam starts today. It is hoped to get at least 500,000 gallons a day from this source.

At Tai Shui Hang a certain amount of piping has been laid and the piles for supporting a vertical section of the pipe together with those forming the dolphins have been driven. The work will be completed by the end of the week and a supply made available for police and other launches.

The Victoria Recreation Club has not yet been taken over by the Government. The question as to the use of the tank is under consideration and the matter of terms, etc., is being discussed.

The Rainfall.

Yesterday's rainfall was only 0.15 of an inch. The total fall since January 1 has been 14.87 inches against an average of 39.94 inches.

The Observatory hopes for "Some local showers" to-day.

THE WATER PROBLEM.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—As the Legislative Council has adjourned *sine die*, I am writing to the Press.

One of the outstanding finance factors relating to our water problem is the extreme costliness of stop-gap methods which provide purely temporary as contrasted with permanent relief.

Bearing the above point of view, the Government statement with regard to "permanent measures" to be "taken to increase the supply" (announced by the Honourable Director of Public Works in Council on the 20th ultimo) cannot be regarded as satisfactory in the following respects, namely:—

1.—Paragraph 3 of such permanent measures reads thus:—"The Dragon's Back and Mount Pottin-ger Catchwaters have been investigated and preliminary drawings prepared. The minimum yield from areas intercepted by these catchwaters is estimated at 13 million gallons a day. Construction work can be commenced next year if sufficient staff is available."

This statement does not seem satisfactory. Surely complete drawings should be prepared and construction be commenced this year, if possible.

If the Government has not got sufficient staff of its own, then the services of an outside engineer in some architects' firm should be employed, as was done some 30 years ago, when, for the construction of the big reservoir at Kowloon, the services of Mr. Lawrence Gibbs (then in the firm of Denison, Ram & Gibbs) were retained for such construction.

Also in connection with the sub-surface water of the Colony, one would like to know why the drainage into Tytam Tuck Reservoir, (Continued on next Column).

KAIPING HOUSEHOLD COAL

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Note Reduction in Prices.

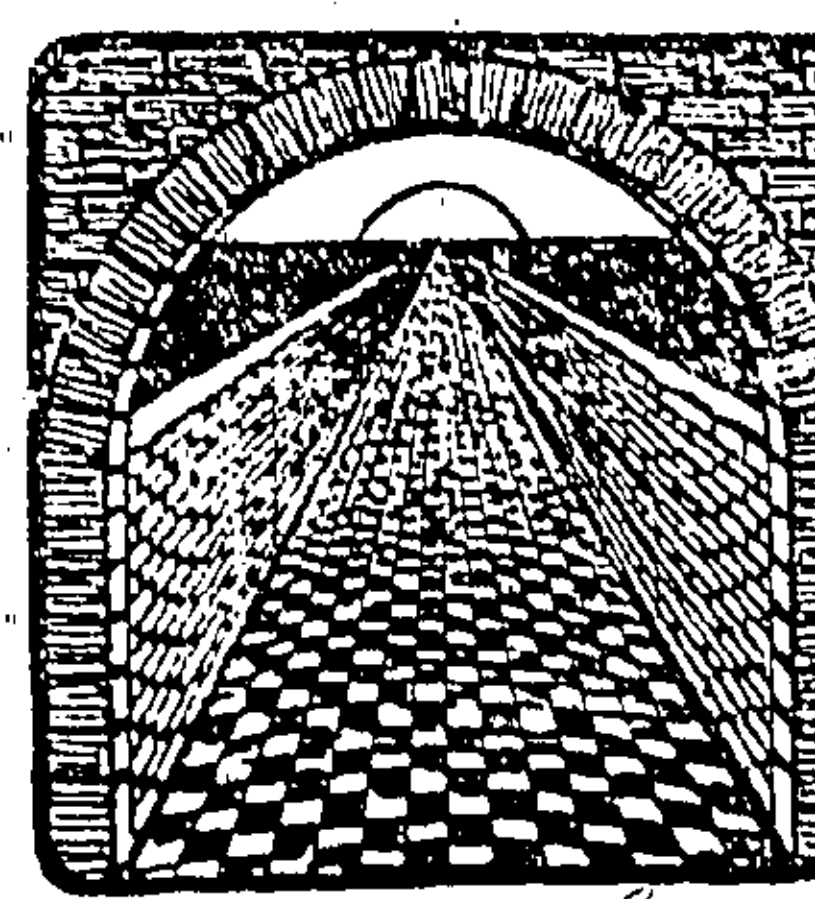
Orders should be sent in writing not by telephone at least 24 hours before the Coal is required.

Delivered to Peak District (above Bowen Road), \$23.00 per ton.

Delivered to Bowen Road and Lower Levels, \$21.00 per ton.

Delivered to Pokfulam Road, \$23.00 per ton.

Delivered to Kowloon, \$19.00 per ton.



All orders must be accompanied by Cash, Cheque, or Compro-Order payable to "The Kailan Mining Administration."

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CHATER ROAD

There are opportunities which occur but once in a lifetime. By whether he grasps them or not you can judge of a man's ability.

Such an opportunity is now offered to you in the form of our great sale.

There are diamonds, gold and silver watches, clocks and cut-glass ware, to be had at sacrifice prices.

Beautiful things which will prove a sound investment and enrich your daily life.

additional catchwaters to drain into that reservoir, namely, Mount Parker and Tytam Tuck East, which are recommended by Mr. Henderson in his report of February 20, 1928 (see the third paragraph on page 10 of Sessional Paper No. 4 of 1928), are not to be proceeded with now. Surely here again, if shortage of staff is the difficulty, the services of a non-Government engineer could and should be retained.

2.—Then we come to paragraph 8 of the Government's "permanent measures," which reads as follows:—"Investigation of the further sections of the Shing Mun Valley Scheme is proceeding. The Gorge Dam at Pineapple Pass appears to be feasible and preliminary investigations of Gin Drinkers Bay, where there is a very large basin capable of impounding fully 2,000 million gallons, have turned out well. Considerable preliminary work is, however, necessary before works of this magnitude can be commenced."

Surely it is most important to accelerate these preliminary investigations and preliminary work by employing, if necessary, engineers outside of the Government Service, more especially as, if I correctly understand Mr. Henderson's remarks in his said report, the other proposals both in Hong Kong and Kowloon when complete would bring the total supply of the Colony only up to 164 millions a day, i.e., only up to our estimated requirements as to supply even in dry years for the next 25 years—four, etc.,

H. E. POLLOCK.
Hong Kong, July 2.

CANTON BUTCHERS' STRIKE.

FISH AND POULTRY MERCHANTS DELIGHTED.

WHY THE BEEF BUTCHERS HELD BACK.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, July 2.

The butchers' strike in Canton is seriously affecting the business of the tea houses, and restaurants. No meat except beef can be bought in the city to-day. The organisers of the strike intended to call out the beef butchers as well as the others, but an exception was made in their favour because Canton had just imported large numbers of cows and buffaloes. The beef dealers will join the strikers as soon as they have slaughtered and sold all the remaining cattle in stock.

The strikers have announced their intention of holding out until their demands are complied with. They have wired to their agents in Shoklung, Ling Yang, the West, North and East River districts—the other cattle raising centres of the Province—cancelling all orders for pigs, cows, buffaloes, sheep and goats.

ENTERPRISING VILLAGERS.

The strike was declared on Monday and already some villagers are trying to profit by other men's folly by opening pork stands just outside the city limit, and doing a big business, especially with the restaurant keepers.

Another class, which is profiting already from the butchers' strike is the poultry and fish dealers, who are doing a roaring business. One poultry dealer said that never before in the history of Canton has there been such a big demand for chickens, ducks, eggs, and fish. His whole stock is cleared before evening and there is little difficulty in getting fresh supplies from outlying districts. He and his fellow merchants are jubilant and no doubt hope that the strike will continue for a long time.

THE STRIKERS' OFFER.

The Government is trying, so far unsuccessfully, to effect a settlement. The butchers want to postpone the carrying out of the Government decision about cattle slaughtering in abattoirs. They point out that the proprietors of these abattoirs, the Lee Kwang Company, have agreed to pay a tax of only \$40,000 per annum to the Bureau of Public Health for the monopoly they will enjoy. The butchers say that they would be willing to pay this sum to the Government, if permitted to continue to slaughter their animals in their own licensed places. They are now sending delegates to appeal to the Government, and to the Canton Chamber of Commerce.

COMMUNIST ACTIVITIES IN CANTON.

According to the *Industrial and Commercial Daily Press*, the Canton authorities are taking special precautions against the activities of a large body of Communists who are reported to have lately come to the city. On Sunday evening last, martial law was suddenly declared and armed police dispatched by the Bureau of Public Safety to search suspected pedestrians. Officers were also sent to the Telegraph Offices to censor all telegrams.

Another report says that the Communists are attempting to corrupt the troops and have bribed two naval officers, to work up dissension in the Canton Navy. Many Bolshevik circulars and leaflets have been found recently.

HUNGANESE TROOPS RETURN HOME.

According to the vernacular Press, the Hungane troops under Ho Chiao have abandoned the attack upon Luechow and returned to their own province.

FIRM HAND WITH STRIKERS.

CHEN MING SHU AND RAILWAY TROUBLE.

SOLDIERS TO KEEP ORDER.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, July 2.

General Chen Ming Shu, Chairman of the Provincial Council, has issued an edict ordering the Sunning Railway strikers to go back to work first and settle their differences with their employers later. It was pointed out that the continued suspension of service is seriously affecting trade in the Sze Yap districts, is causing general apprehension and is interfering with the maintenance of peace and order. General Chen has further ordered Colonel Heung Hon Ping to send sufficient troops to see that his edict is carried out and to put down any trouble.

General Chen Tsai Tong takes a serious view of the matter and in reply to a telegram from Mr. Chen Kwei Wing, manager of the Railway, he is sending an official to make a thorough investigation and take any action he may deem necessary.

It is too early to predict the likely terms of settlement but it is evident that the Government will do everything in its power to maintain the service. An arbitration committee has been set up, consisting of representatives of the Government, the Sunning Railway Co., Ltd., the strikers and the Mechanics' Labour Union.

SOLDIER BUT NOT POLITICIAN.

General Chen Tsai Tong has for the third time asked to Nanking, resigning his membership of the Provincial Council. The General is quite firm in his decision not to take part in the civil affairs of the Province. Nanking has so far urged him to hold on to his present posts.

PUSH AND GO!

Dr. C. H. Chang, former secretary to Mayor Lin Wan Koi, assumed the presidency of the Canton Municipal Bank yesterday (Monday) morning. Dr. Chang is an American returned student, and has the reputation of being "energetic, forceful and direct." He is an authority on finance, banking and economics. Prosperity and smooth running at the Bank are now confidently expected.

SUCCESSOR TO LI TSAI HSIN.

(Wah Ts: Yat Pao.)

SHANGHAI, July 2.

It has been decided at the conference held by the Central Executive Council to appoint Mr. Chen San as member of the Supervisory Committee of the Kwangtung Provincial Kuomintang to succeed Marshal Li Tsai Hsin.

SHENSI'S DYING POPULATION.

HONG KONG PROMISE OF HELP.

The appalling state of affairs in Shensi province, North China, was mentioned in an appeal for funds at the Chinese Chamber of Commerce yesterday, when a document was read alleging that the population had been driven to cannibalism by sheer desperation and hunger.

Parents exchanged their children with other parents and devoured them; this being looked upon as more humane than devouring one's own offspring. Millions were dying on the verge of starvation.

It was pointed out that there should be plenty of help from Hong Kong for such a cause and a suggestion to start a subscription list under the auspices of the Tung Wah Hospital was carried unanimously.

H.M. THE KING'S RECOVERY.

SUNDAY'S THANKSGIVING SERVICES.

THE GOVERNOR AND COUNCIL TO ATTEND.

As already mentioned in the *Daily Press*, the official Service of Thanksgiving for the Recovery of H.M. King George V. will be held at St. John's Cathedral on Sunday next at 11 a.m.

It will be attended by H.E. The Governor and the Executive and Legislative Council, H.M. Judges and the Consular Body, the Heads of Departments and Representatives of the Navy, Army and Air Force.

St. Andrew's, Kowloon.

A special service will also be held at St. Andrew's, Kowloon, at the same time. The Hon. Sir Henry Pollock, K.C., will read the King's message to the Empire, the Rev. C. B. Shann will be the preacher and the St. Andrew's Scouts, Guides and Cubs will attend the service in uniform.

St. Joseph's, Garden Road.

The Roman Catholic community are making the 10 a.m. mass at St. Joseph's, Garden Road, a service of special thanksgiving for the King's recovery. This Church has been chosen as its congregation includes a large number of English people.

Union Church, Kennedy Road.

A special service is also being held at the Union Church, Kennedy Road, which will be attended officially by the St. Andrew's Society. The collections will be for the Affiliated Hospitals of the London Mission Society.

The Rev. F. C. Young will be the preacher.

5 YEARS FOR ARMED ROBBER.

AND TWENTY LASHES!

SEQUEL TO KOWLOON RAID.

Mr. H. K. Holmes appeared for the Crown in the case in which the Hung was charged at yesterday's resumed Criminal Sessions before the Chief Justice, with armed robbery by two or more at the servants' quarters of 1, Armand Buildings, Kowloon, and stealing a gold ring, clothing and \$10.50 from one Chinese and one dollar in money from another.

Prisoner, who was not legally represented, pleaded not guilty. Mr. Holmes said the robbery was carried out by a gang of four men about seven o'clock on May 1. The main building "fronted" Kimberley Road and there was a scavenging lane at the back, the servants' quarters being in the basement and having a window opening on to the lane.

Cook-boy's Wife.

At the time in question, Lau Kai Ying, the wife of the cook-boy, was in the servants' quarters with Lau Chang and another small girl. A noise was heard outside the quarters and Lau Kai Ying called out and asked who was there. Three men entered the premises, while a fourth stood at the door.

The women were tied up and the articles enumerated in the charge were stolen. The clothing was taken out of a box which was opened by the accused with the aid of a knife. The point of the knife was bent in the process.

The four men left after being in the servants' quarters for about fifteen minutes. When the police came on the scene, one knife was found near the staircase landing and another in the scavenging lane.

Banknotes in Collar.

On the following day, the police raided a house and found part of the stolen clothing. Later, a further raid was carried out at another house and the remainder was discovered. Accused was not found in either house, but was arrested in Ladder Street.

When prisoner arrived at the Police Station, Inspector Doring took hold of his collar to lead him to the detectives' room. Finding a lump in the collar, Inspector Doring investigated and found a ten-dollar note concealed between two thicknesses of cloth.

Mr. Holmes added that the cook-boy would say in evidence that on the day before the robbery he saw the accused and another man walking along the scavenging lane and also noticed the accused peeping through the window. The woman would also say that the accused took part in the robbery.

Evidence was called bearing out the case for the Crown and on being found guilty the prisoner was sentenced to five years' hard labour and ordered to receive 20 strokes of the cat.

AN ILL-TREATED MUI-TSAI.

HOW THE LAW IS EVADED.

TWO WOMEN CONVICTED.

A prosecution brought under Ordinance No. 1 of 1923, which regulates "certain forms of female domestic servants" in Hong Kong was brought before Mr. E. W. Hamilton at Central Magistracy yesterday by the Secretariat for Chinese Affairs following a complaint made by a small girl, said to be 14 years old.

The defendants were a Chinese widow and her daughter-in-law, the elder of whom was charged with purchasing the girl as a *mui tsai* and also with ill-treating her, while the other was charged with assaulting the girl. The first defendant denied the charges, and the other admitted that she did strike the girl.

Statement by the Prosecution.

Mr. H. R. Butters, of the S.C.A., told the Court that at 4.45 p.m. on June 23 a district watchman saw a crowd of people round a small girl near a water fountain at Lai Kwei Fong, near Wyndham Street. The girl complained of ill-treatment by her mistress and was taken to the Central Police Station.

The next day, continued Mr. Butters, the girl was brought to him at the S.C.A., and steps were taken to obtain warrants against the two women. An examination of the girl at the Government Civil Hospital showed that she was suffering from multiple bruises. Subsequently the women were arrested, and during a search of the house two documents relating to the sale of the girl were found.

Blow That "Should Not Have Been Struck."

Dr. Bau, Chinese medical officer at the Government Civil Hospital, giving evidence, said that the girl was brought to him on the afternoon of June 24. On examination he found multiple bruises in the arm and over the left eye-brow, also abrasions on the left knee and leg. The injuries appeared to be of recent origin. They were of a superficial nature, and in witness' opinion they could have been caused by a blunt instrument.

Asked by the Magistrate whether the girl appeared to be stubborn, witness said he would not say so. She was quite normal for a girl of her age. Answering other questions witness said that he considered more force than was necessary had been used in chastising the child, and that the blow over the eye-brow, which was close to a vital organ, should not have been struck.

The Girl's Story.

In the witness-box, the complainant stated that she lived with her mother in the Heungshan district. Last year her mother sold her to the first defendant, and she was brought to Hong Kong by a travelling trader.

Continuing her story, the girl said that it was one of her duties to fetch water from the street fountain. On the day in question she left the house at 1 o'clock and returned two hours later with two buckets of water. The second defendant then accused her of being late and struck her with a piece of firewood. The girl added that she was frequently beaten by this woman who hated her.

Answering his Worship, the girl said that she had never regarded herself as an adopted daughter. When she left her home the understanding was that she was going to a *mui tsai*.

Evidence was given by the district watchman, and Sub-Inspector Carey who arrested the defendants and found the two documents of sale referred to by Mr. Butters. Translations of these were produced by an interpreter at the S.C.A.

Adopted Daughter or Mui Tsai?

The elder woman made a statement to the effect that she bought the girl as an adopted daughter.

His Worship: What about the bruises?—They were caused by my daughter-in-law during my absence at work in the Hong Kong Hotel. I paid \$175 for the girl in Chinese money. I treated her on the footing of an adopted daughter, not as a *mui tsai*.

What is the difference?—She usually has her meals with me at the same table.

At this stage Mr. Butters told his Worship that he could not see the difference. The term *mui tsai* having now come into disrepute, they were calling the girls "adopted daughter." He also said it was odd that the Canton authorities having made declarations against the *mui tsai* system, the document of sale should have been stamped at a police station there.

(Continued at foot of next column).

ROUND THE POLICE COURTS.

DANGEROUS DRIVING AT SHAUKIWAN.

TRAFFIC COURT FEATURES.

Among a number of traffic cases dealt with by Mr. E. W. Hamilton at Central Magistracy yesterday was a summons against a Chinese driver of a motor lorry for dangerous driving on the Shaukiwai Road.

The offence was substantiated by a European witness, who said that the defendant's lorry nearly ran into the back of his car on a narrow stretch of the road. Later defendant got in front of his car. Witness was travelling at 25 miles an hour, so that defendant must have gone considerably faster in order to pass him.

Defendant was fined \$15.

YOUNG CHINESE LADY "OUT OF BOUNDS."

Miss Jenny Lai, who holds a learner's licence limited to certain areas, was summoned for driving a private motor car in Queen's Road Central. The driver of the car was also summoned for allowing her to take control of the car. Both pleaded guilty.

When his Worship was informed that the driver was employed by the girl's father, he remarked that the man was in an awkward position. The driver could not very well refuse to allow his master's daughter to drive the car if she wanted to do so. The summons against the driver was accordingly dismissed.

Miss Lai was fined \$15.

AT KOWLOON MAGISTRACY.

BLAME THE DETECTIVE!

A Chinese was convicted of possession of 1.7 taels of raw opium before Mr. T. S. Whyte Smith at Kowloon Magistracy yesterday. A fine of \$50 was imposed with the alternative of three weeks' hard labour.

On hearing the sentence, defendant said that a former detective of the Hong Kong Police Force owed him \$5.00. He went to demand his money, and seeing some opium in a packet at the detective's house, defendant said that he would take it as payment of the debt. The man gave it him but almost as soon as he left the house he was arrested.

A LENIENT SISTER-IN-LAW.

Another Chinese was charged with stealing six packets of cigarettes from a stall at Hunghom. The man was arrested while acting in a suspicious manner and when questioned he took the police to the stall which turned out to be owned by his sister-in-law. Defendant said that he was taking the cigarettes to a friend who purchased them on credit.

As the complainant did not wish to punish him because he was her relative the Magistrate discharged the defendant with a caution.

CROWN LAND SALES.

TWO KOWLOON SITES SOLD.

Kowloon Inland Lot No. 2188, at the junction of Prince Edward and Waterloo Roads was sold at the Crown Land Office yesterday to the well-known French bank, Credit Foncier d'Extreme Orient for \$23,000. The land has an area of about 34,400 sq. feet, and the annual rental is \$238. The upset price was \$17,200.

Mr. Ip Siu San of Shamshuipo was the purchaser of Kowloon Inland Lot No. 2189 at the upset price of \$7,289. This lot is in Tai Nam Street, the area being about 4,165 sq. feet and annual rental \$48.

Both Defendants Convicted.

Addressing the first defendant, his Worship said he was satisfied that the girl was a *mui tsai* and the defendant purchased her as such. He would convict on that charge, but he was not satisfied of her guilt on the charge of ill-treatment. His Worship held the second defendant to be guilty of common assault.

His Worship said that this was apparently the first case brought under the Ordinance, and he wished to consider what sentence he should pass. Sentence was accordingly deferred until next Friday at 2.15 p.m.

Mr. Butters said that the girl would in the meantime be looked after at the Po Leung Kuk.

Charming Frocks for all occasions.

Morning Wear

\$12.⁵⁰ TO \$69.⁵⁰

Afternoon Wear

\$25.⁵⁰ TO \$150.⁰⁰

Evening Wear

\$39.⁵⁰ TO \$200.⁰⁰**Lane, Crawford, Ltd.**
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3 RECORDS.

The Anderson Music Co., Ltd.

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Hong Kong Daily Press Office

CHIANG PLEADS WITH YEN.**A VERY PROTRACTED TALK.****NOT TO LEAVE YET!**

[THROUGH REUTER'S AGENCY.]

PEKING, July 2.

Marshal Chiang Kai Shek is still working hard to persuade General Yen Hsi Shan to remain in China. Last night, Yen Hsi Shan showed his determination to depart, only to have Chiang Kai Shek persuade him to stay for a further conference.

Yen Hsi Shan then ordered his train to be ready. He called on Chiang Kai Shek just before midnight to say, farewell.

The railway station officials were later mystified by Yen Hsi Shan's failure to turn up. Later, it was learned that instead of saying goodbye, Chiang Kai Shek was begging Yen Hsi Shan to stay for another talk.

Not Leaving Yet.

A final conference between Yen Hsi Shan and Chiang Kai Shek was held last night at the Hotel de Pekin and considerable significance was attached to Chiang's attitude towards Yen as the leader has refused to accept Chiang's advice to remain in office.

Yen will return to Taiyuan this afternoon to meet Feng Yu Hsiang for a joint trip to Japan. He was scheduled to leave Peking in the morning but, due to some important matter which he had to attend to, this has been postponed until the afternoon.

According to a later report, Feng Yu Hsiang and his wife will make their journey to Japan before Yen Hsi Shan, who will remain at home for the time being.

YEN HSI SHAN TO STAY IN CHINA?**A SHANGHAI REPORT.**

(Wah Tse Tui Pao.)

SHANGHAI, July 2.

It has been decided by Chiang Kai Shek and Yen Hsi Shan to send Wu Tze Hui abroad with Feng Yu Hsiang. Chiang has also decided to detail General Li Ming Chung to assist Yen Hsi Shan in the military affairs of the North-West Provinces.

Another report says that Yen will not accompany Feng abroad, and will remain in Peking for the time being, instead of returning to Taiyuan.

Chiang has told Shang Chen, the Chairman of the Hebei Provincial Government that Yen will remain in China.

AMERICAN TARIFF REVISION.**PRES. HOOVER ADVISES CAUTION.**

[REUTER'S AMERICAN SERVICE.]

New York, July 2.

Washington advices are that the Republican leaders have assured President Hoover that the Tariff Law will be scientifically revised by the Senate Finance Committee, and the heavy duty on necessities in the Bill reduced, so that the Republicans need not fear another political revision such as followed the Payne-Aldrich Act.

Another source understands that President Hoover is impressing upon the Finance Committee and others the necessity of great care in changing the tariff schedule lest American foreign trade be injured.

President Hoover is specially calling attention to Canadian trade.

"DON'T SHOOT; NO LIQUOR ABOARD."**MOTORS LABELLED ALONG THE BORDER.**

[REUTER'S AMERICAN SERVICE.]

New York, July 2.

Owing to numerous fatal shootings by prohibition agents who have mistaken innocent people for smugglers, Canadian cars along the Canadian border are now being prominently labelled. "Don't shoot, we have no liquor aboard."

DIRIGIBLES ACROSS THE PACIFIC.**MR. STANLEY DOLLAR'S BIG SCHEME.****FROM 'FRISCO TO THE ORIENT.**

["D.P." Special Service.]

SAN FRANCISCO, July 2.

Mr. Stanley Dollar, head of the Dollar Steamship Line, revealed today in an interview that his company is considering a Trans-Pacific dirigible service, with the Orient as the ultimate objective.

He said he had conferred with the Goodyear-Zeppelin Company on the subject during a recent trip to the Eastern States, and they had expressed themselves as enthusiastic over the scheme.

Mr. Dollar added that the first service will be from the Pacific Coast—probably San Francisco—to Hawaii. When this service has been satisfactorily established, it is proposed to go ahead with the extension to Japan and eventually to China and the Orient generally.

United Press.

"TONG" WARS IN THE PHILIPPINES.**THREATENED DEPORTEES GAIN RESPIRE.**

["D.P." Special Service.]

MANILA, July 2.

Prominent Chinese in the Philippines who had been threatened with deportation on account of "Tong" activities will be granted a respite provided they behave in future, according to an announcement made today by the Government.

Recent trouble amongst the Chinese spread rapidly throughout the islands, and caused the authorities to threaten wholesale deportations.

United Press.

MUCH-WANTED LADY.**ESPIONAGE STORY FROM PRAGUE.**

[THROUGH REUTER'S AGENCY.]

PRAGUE, July 1.

A remarkable case, which was followed with intense interest throughout Czechoslovakia, has ended in Captain Falout, formerly of the Headquarters Staff of the Czechoslovakian Army, being found "guilty" of espionage for Germany, and sentenced to 19 years' imprisonment.

Falout's activities were discovered dramatically, when he flew in a passenger aeroplane from Prague to Dresden, but left his attaché case at the offices of the airport at Prague containing documents relating to the defence of the country. When he returned he was arrested.

Shortly afterwards Charlotte von Wolfen, a notorious international spy for whom 3,000 Czechoslovakian gendarmes and detectives had been searching, disappeared and is believed to have gone to South America.

It is stated that Falout introduced her, under various aliases, to officers of the Czechoslovakian General Staff as "a desirable and wealthy party."

DARING MOTOR-BOAT TRIP.**A COLONEL'S EXPLOIT.**

[THROUGH REUTER'S AGENCY.]

STAVANGER, July 1.

Colonel R. N. Stewart, formerly of the Cameron Highlanders, his wife, a friend, and a Thames waterman completed the hazardous trip from Aberdeen to Sola in an in-board motor boat 30 feet long, with 140 horse power engine, in 25 hours.

Though the boat was capable of doing 40 knots at sea, in the roughest part of the trip the boat was repeatedly flooded.

NEW JAPANESE CABINET.**BUSINESS CIRCLES PLEASED.****BARON TANAKA'S HINT.**

[THROUGH REUTER'S AGENCY.]

TOKYO, July 2.

Baron Tanaka tendered his resignation to the Emperor this morning.

He made a statement afterwards outlining the main achievements of his Ministry, and expressing his regret at a "certain incident that occurred outside the Empire last year."

This was taken to mean that the Manchurian affair had been wrongfully used as a political instrument to bring about his downfall.

H.M. the Emperor of Japan has summoned Prince Saionji to advise as to the successor to Baron Tanaka, head of the Seiyukai Party, Premier and Foreign Minister.

At noon Mr. Hamaguchi (head of the Minseito Party) was summoned to the Palace.

A Cabinet Forecast.

It is reliably learned that the following have agreed to enter the new Cabinet:—

Baron Kijuro Shidehara, Minister for Foreign Affairs.
Mr. Keizo Adachi, Home Office.
Admiral Hyo Takarabe, Minister of the Navy.
General Issai Ugaki, Minister for War.

Mr. Junnosuke Inouye, Minister of Finance.
Mr. Chuji Machida, Minister of Agriculture and Forestry.
Mr. Genji Matsuda, Minister for Overseas Affairs.

Viscount Chifuyu Watanabe, Minister of Justice.
Mr. Ichita Kobashi, Minister of Education.

Mr. Matajiro Koizumi, Minister of Communications.
Mr. Macoichi Tawara, Minister of Commerce and Industry.
Mr. Yoku Egi, Minister of Railways.

Mr. Hamaguchi has proceeded to the Palace with the names, for the Emperor's approval.

Business Circles Pleased.

Business circles appear pleased with the change of Cabinet, and are hopeful it will hasten the lifting of the gold embargo, effect a thorough readjustment of state loans, and instigate financial retrenchment.

Those interested in the China trade think the new Ministry will take to heart the lesson that the former Shidehara policy failed because it was too soft; therefore they will enter a middle course.

Mr. Tokonami, commenting on the change, emphasised the virtual necessity of the new Government dissolving the Diet in the coming session for the purpose of seeking a majority in the Lower House.

He intimated that he "and other interested circles" will attempt to effect an amalgamation of minor political parties.

The Cabinet is being installed at 6 o'clock this evening.

ANOTHER U.S. AIR TRAGEDY.**TRANS-ATLANTIC FLYER KILLED.****FOURTH IN FEW DAYS.**

[REUTER'S AMERICAN SERVICE.]

New York, July 1.

Wilmer Stultz, Miss Earhart's Trans-Atlantic pilot and two companions, have been killed in an aeroplane crash.

Stultz, was "stunting" when the plane went on a tail-spin at an altitude of 300 feet and crashed.

This is the fourth fatal accident at Long Island Aerodrome during the past few days.

OFFICIAL OPENING OF PARLIAMENT.**THE KING'S SPEECH READ OUT.****POLICY ON CURRENT QUESTIONS.**

[THROUGH REUTER'S AGENCY.]

LONDON, July 2.

The official opening of Parliament took place to-day, when the King's speech was read. It said:—

"While I regret it is impossible for me to address you in person, I thank Almighty God that I can look forward confidently to that complete restoration of health for which the prayers of my people throughout the Empire, with a sympathy and affection which call forth my deepest gratitude, were offered during the months of my long and serious illness."

"My relations with foreign powers continue to be friendly. Independent financial experts appointed to draw up proposals to complete a definitive settlement of the German Reparation problem, have presented an unanimous report which my Government is at present considering, in preparation for a conference of representatives of the Governments concerned."

"The settlement of this problem will enable the occupying Powers to proceed with the evacuation of the Rhineland."

Disarmament.

"Conversations have commenced with the Ambassador of the United States with regard to Naval Disarmament, in consequence of which my Government earnestly hopes to ensure, in co-operation with my Government in the Dominions, the Government of India, and the Government of Foreign Powers, an early reduction of armaments throughout the world."

"My Government consider the time has come to submit to a judicial settlement of international disputes in which parties are in conflict with regard to their respective rights."

"For this purpose they are now consulting my Government in the Dominions, and the Government of India with regard to signing the optional clause embodied in the Statute of the Permanent Court of International Justice."

Russian Relations.

"My Government is also examining the conditions under which diplomatic relations with the Government of the Union of Soviet Republics may be resumed and communicating with my Governments in the Dominions and the Government of India upon the matter."

Unemployment.

"It will be the foremost endeavour of my Ministers to deal effectively with the continuing evil of unemployment."

"Schemes are being prepared for an improvement of means of transport, stimulation of depressed export trades, the economic development of my overseas dependencies, the improvement of the condition of agriculture, the encouragement of the fishing industry, and the improvement of facilities for marketing farm and fishery outputs."

"The co-operation of my Governments in the Dominions in these measures is being considered with the object of providing greater opportunities for overseas migration."

Mining Matters.

"My Government is considering the question of the re-organisation of the coal industry, including hours and other factors, as well as the ownership of minerals. Proposals to the end will be submitted in due course."

"Inquiries will be undertaken immediately into the condition of the iron, steel, and cotton industries, in order to discover means of co-operating with them to improve their position in the markets of the world."

A Liquor Commission!

"Bills will be submitted amending and consolidating existing factory legislation, and giving effect to the obligations entered into at Washington in 1919."

"My Ministers propose to introduce legislation to promote an extensive policy of slum clearance, and to make further provision for housing in urban and rural areas. The Ministers have also decided the time has come to investigate the whole field of legislation relating to the sale and supply of intoxicating liquor, and on their recommendation, I propose shortly to appoint Commissioners for this purpose."

Insurance and Pensions.

"The Ministers are engaged upon a general survey of the various National Insurance and Pensions schemes, meanwhile a Bill is being prepared to amend the Widows' and Orphans' and Old Age Pensions Act of 1925, so as to modify conditions of application to certain pensions, and to make some increase in the classes of persons entitled to them."

(Continued at foot of next column.)

THE "NUMANCIA" RESCUE.**SPANISH AMBASSADOR'S THANKS.****TIMELY DISCOVERY.**

[BRITISH WIRELESS SERVICE.]

RUEY, July 1.

The Spanish Ambassador in London, Marquis Merry del Val, to-day called on the Foreign Secretary, Mr. Arthur Henderson, to express officially the thanks of the Spanish Government for the assistance rendered by the British aircraft carrier "Eagle" to Major Franco and the other Spanish airmen, rescued near the Azores.

It is understood that their seaplane, the "Numancia" was first sighted by the Royal Air Force officer, Flight-Lieutenant Lewo, who with others made flights from the "Eagle" over a wide expanse.

According to the Press, the pilot and observer in a Bison flight reconnaissance machine, had scoured the seas for nearly five hours and its supply of fuel was nearly exhausted. It was returning to the "Eagle" when a floating object was sighted. Visibility was poor, but on flying down to inspect, the English airmen could see their Spanish colleagues waving to them.

The "Eagle" was immediately informed and raced to the spot and, after picking up the seaplane and crew, was able to report: "All Safe."

H.M.S. Eagle At Gibraltar.

[THROUGH REUTER'S AGENCY.]

GIBRALTAR, July 2.

H.M.S. Eagle has arrived here, escorted by a Spanish seaplane. She was loudly cheered, and enormous crowds gathered in the gaily-beflagged streets.

EARTHQUAKE SEQUEL.**SEA-BED RISES IN NEW ZEALAND.**

[THROUGH REUTER'S AGENCY.]

WELLINGTON, July 1.

In connection with the recent earthquake, it is reported that the ocean bed near Karama on the west coast of the South Island, has risen over a distance of a mile.

The highest point is 100 feet and the lowest 600.

Crabs, fish and shellfish swarm on the top of the new formation, opposite which, on the mainland, is a huge cavity 100 feet deep with an area of hundreds of yards.

THEIR MAJESTIES' PLANS.**A WEEK IN LONDON.**

[BRITISH WIRELESS SERVICE.]

RUEY, July 1.

It is expected that their Majesties will remain at Buckingham Palace for about a week before proceeding to Sandringham (Norfolk) where they will stay throughout the summer.

COAL OWNERS VISIT PREMIER.**TWO-HOUR DISCUSSION.**

[THROUGH REUTER'S AGENCY.]

LONDON, July 1.

A score of coal-owners, headed by Mr. Evan Williams, President of the Mining Association, visited No. 10 Downing Street this afternoon and conferred for two hours with Mr. MacDonald, who was accompanied by Mr. J. H. Thomas (Minister for Unemployment), Mr. Wm. Graham, President of the Board of Trade, Miss Bondfield (Minister of Labour), and Mr. Ben Turner (Minister of Mines).

The official report of the proceedings merely says that the condition of the coal industry was fully discussed.

"A measure" will be introduced to remedy the situation created by trade disputes, and the Trade Unions Act of 1927 extended.

"The franchise" at the recent General Election having placed in the hands of whole of my people of adult years the grave responsibility of guarding the well-being of the nation as a constitutional democracy, my Government propose to institute an examination into the experiences of the election in order that the working of the law relating to Parliamentary elections may be brought into conformity with the new conditions."

U.S. IMMIGRATION QUOTAS.**NEW PROVISION BECOMES EFFECTIVE.****PRESIDENT HOOVER DEFIE.**

["D.P." Special Service.]

WASHINGTON, July 2.

The "national origins" provision of the United States Immigration Act becomes effective to-day, despite the opposition of President Hoover.

It provides for a reduction of the yearly quotas from Ireland, Sweden, Norway, and Denmark, and an increase in the allowance of Poland, Belgium, and Italy.

There has been strong opposition from various quarters ever since the provision was first brought forward, it being asserted that the type of immigrant favoured by the proposals was not the one most suitable for American domestic and economical development, but the sponsors of the provision have gained the day.

POLICE EVIDENCE CRITICISED.**MAGISTRATE AND A MAN'S VIOLENCE ALLEGATION.****"NOT SATISFIED."**

"A serious complaint against the police was made by a cripple, William Joyce, when he was charged before Sir Charles Biron at Bow-street Police Court with being drunk and disorderly."

He said that he was roughly handled, and when he was taken to the cells a constable struck him under the left eye and said: "Get in there, you dirty —"

Inspector Warren said that he was in charge of Bow-street Police Station when Joyce was brought in drunk. He was perspiring freely after struggling with the police. He went with Joyce to the cell, and no one struck him. Joyce challenged every one in the charge room to fight. He made no complaint, but if he had been bruised a doctor would have been sent for.

Sir Charles Biron said that per-
spiring freely would not account for Joyce's bruised face.

Carried to Station.

A policeman of E Division said that Joyce was asked to leave Villiers-street, where he was drunk and surrounded by a large crowd, but he refused to do so. Joyce said to another policeman: "I would like to hit you in the eye with my crutch."

He became violent on the way to the police station, and attempted to trip them up with his crutches. The crutches were taken away, and he was carried to the police station, where, as he sat on the floor, he assumed a fighting attitude. He did not see Joyce strike himself.

Another policeman said that, as Joyce tried to kick him, he took his crutches away. When Joyce was placed on the floor he punched himself about the face, and he restrained him.

Sir Charles: Why should he do that?

The policeman: He was in such a temper because he could not fight me, and he fought himself.

Sir Charles: Did he do this in the presence of the inspector?—No, sir.

Joyce said that he recognised this policeman as the man who struck him.

The policeman, replying to the magistrate, said that he did not strike Joyce.

The assistant gaoler gave Joyce a bad record, and he was fined twenty shillings.

Sir Charles Biron said: "I am not satisfied with the evidence of the last witness. It is a curious story that a man should hit himself, and it is contradicted by the other police witness."

CLERK'S GUILTY CONSCIENCE.**SUICIDE TEMPTATION AFTER EMBEZZLEMENT.**

George E. C. Avery, of Lynden-avenue, Wembley, who was sentenced to two months' imprisonment in the second division for embezzling sums of £26 13s., £47 10s., and £12 9s., received on behalf of his employer, wrote in a letter to him:—

"Many times after leaving my friends, wondering if I should ever see them again, have I watched an on-coming train and wondered if I had the nerve to throw myself under it. Indeed, I seem to have lived in hell these last few months."

It was stated that two years ago Avery, a clerk, had been entrusted with his employer's property against a thief, who struck him on the head with an axe.

U.S. DISARMAMENT POLICY.**STICKING TO DOCTRINE OF PARITY.****MR. STIMSON'S VIEWS.**

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, July 2.

Referring to reports from London that the United States would change its policy with regard to Naval Disarmament, Mr. Stimson indicated that the doctrine of parity will continue to be the principal basis of discussions in future naval parleys where the United States is concerned.

He said that the doctrine of parity was highly important as a means of determining, not how two nations were to shoot at each other, but as a means of helping them to agree not to shoot at each other.

He added "The first step which people take when they are going to shoot at each other is to try to outbuild each other. The minute they agree not to outbuild each other they are taking one of the longest steps possible towards not having war."

U.S. Naval Planes.

The Navy Department awarded contracts for the construction of 152 aeroplanes yesterday.

TWO AIRMEN KILLED.**DEATH DIVE WHEN ABOUT TO LAND.**

Mr. Hilbert G. Hamar, aged thirty-eight, of Rowan Crescent, Letchworth, and Mr. Leonard Butler, also of Letchworth, were killed when their light aeroplane, in which they had been giving an exhibition of aerobatics, crashed at Osney, Cambridgeshire.

Both men were attached to the Irvine Parachute Company, who have a factory at Letchworth, Mr. Hamar being the manager.

The crash occurred just as the machine was about to land on the firm's private aerodrome, and eye-witnesses state that the machine lost flying speed and then nose-dived to earth.

BRICK AT NO. 10.**BECAUSE NO ONE WANTS SILVER-TOPPED CANES.**

John Thomas Quarry, an elderly man, was remanded recently at Bow-street accused of breaking a window at 10, Downing-street, with a brick.

He said he was fed up with looking for work. He was too old. Nobody wanted him. His trade of putting silver mounts on walking sticks was dead.

Telegrams in Brief.

A landslide on the Panama Canal occurred south of the so-called Contractor's Hill, involving 25,000 cubic yards of earth. Steamer traffic has not yet been affected but any further heavy movements of the earth of which signs are not lacking might easily block the fairway.

Sir Frederick Whyte, Political Adviser to the Chinese Government, who is now in England on leave, called on the Foreign Secretary (Mr. A. Henderson) on Monday.

Mr. Stanley Baldwin on Monday, inaugurated the Bonar Law Memorial Collection, at Ashridge House, Berkhamstead, which is to be used henceforth as a training college for Conservative workers. Ashridge House, which is a beautiful old mansion, was presented to the Conservative Party, by the late Mr. Urban Broughton.

Regarding the statement that the British delegation to the League of Nations meeting at Geneva, in September, will not consist exclusively of members of the Labour Party, it is understood that the delegation is likely to include Viscount Cecil.

As a machine belonging to the Air Lloyd Company was about to alight on Lake Constance an explosion was heard. The machine crashed and sank in a few minutes. Three passengers and two pilots were drowned. Two remaining passengers who were rescued were seriously injured.

Glossop, Cheshire, has conferred an honorary doctor's degree on the famous Austrian violinist, Fritz Kreisler.

CORRESPONDENCE.

BATHING IN THE BUFF.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—Motorists somehow have the reputation all the world over of being a selfish lot, and I think the recent police court case at Kowloon will go to confirm that idea. The police officer who gave evidence against some unfortunate Chinese charged with bathing in a pond without a costume told the magistrate that several complaints had been made by motorists on their way to and from Castle Peak, I know the pond in question, and I have seen dozens of people bathing in it, and small blame to them! I think it outrageous that a poor Chinese who washes himself in that pond has to consider the delicate (?) feelings of the Castle Peak motorists who happen to pass by. That a poor devil should be fined five dollars for such an "offence" is a scandal. Where are these poor people to wash themselves?

Nobody need be "offended" by this bathing unless they stop their cars and deliberately climb up and look down into the water. And even if they do, what then?

The incident reminds me of the maiden lady who wrote to "Charlie" Beresford to say that through a telescope she could see from her house a number of sailors bathing on the beach without swimming costumes. The Admiral very briefly and forcibly told her to dispose of her telescope.

I would very much like to know the names of the motorists who complained about this bathing in the buff, and tell them each personally what I think of their contemptible conduct. In conclusion, I may say that I am myself a frequent visitor to Castle Peak, and, in addition, am a

CHINESE SWIMMERS.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—I read with great interest the article on swimming by "Broadcaster" which appeared in to-day's *Daily Press*. "Broadcaster" is no doubt very keen on the present and future progress of Chinese swimmers. However, I regret to point out that he has unconsciously made some slight mistakes in this small item of news, which was intended for the benefit of the public.

The Chinese have not so far provided a local champion in long or short distances in speed swimming, and it seems that what they lack is a good coach—one who could give both theoretical and practical instruction. I have in mind a gentleman who could fill this place admirably and if the authorities of the Association, so desirous, I could put them in touch with him. The above is exactly what "Broadcaster" says in his article.

Well, as far I know, "Broadcaster" may be a new arrival, but let him be informed that at present two records of the championship swimming races open to the Colony are held by Chinese, viz., 100 yards breast and the 100 yards back. He may deny that both the breast and the back strokes are considered "speedy" enough as to be termed "speed swimming." Should that be the case, I have no more to say than to point out that even at the World Olympic, the breast and the back stroke races are looked upon as just as important as the other races.

As to the "coach-in-need" for the Chinese, I am happy to say that we Chinese have men who not only have had vast experience in coaching work, but can themselves perform any known swimming strokes in the most perfect form. "Broadcaster's" well-intended introduction of a capable coach is, therefore, declined with very many thanks, as far as the swimmers of the South China Swimming Club are concerned.

In conclusion, I would like to say that what Chinese swimmers really need at present, is not a better coach but a proper swimming pool, like the one at the V.L.C. When such a time arrives, I am sure "Broadcaster" will see much better progress in Chinese swimmers, though in the absence of a better coach—Yours, etc.,

LEUNG TIT SANG.

Hong Kong, July 2.

INTERPORT CRICKET SCORES.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—I wonder if any of your readers can tell me whether the 430 runs scored by Hong Kong against Shanghai in the first Interport game played in 1886 is the highest ever made in such matches? Incidentally, Shanghai were dismissed for 107 and 59 runs in the same match, leaving Hong Kong the winners by an innings and 284 runs. Some of my friends tell me this is a record, but I should like to verify it. Perhaps your able scribe Mr. "R. Abbit" may know something about it—Yours, etc.,

SILLY POINT,

Hong Kong, July 2.

THE CANTON-KOWLOON RAILWAY.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—Your Canton correspondent stated on the 25th ultimo that, on my assumption as Traffic Manager of the Canton-Kowloon Railway, several employees in my Department were dismissed and had demanded reinstatement.

This story is entirely incorrect, not a single employee has been dismissed by me since I joined the Canton-Kowloon Railway—Yours, etc.,

HUBERT P. C. CHENG,

Traffic Manager.

Canton, July 1.

[The statement referred to appeared in Chinese papers published in Canton. In view of Mr. Cheng's denial of the alleged facts, we can only express our regret that the respondent was misled into giving these mis-statements wider publicity.—Ed.]

HARBOUR MURDER CASE.

JUNK FOKI ON TRIAL.

SAMPAN IN COURT.

A sampan in which two young girls were alleged to have been murdered in the harbour on March 18 formed an unusual exhibit in the Supreme Court yesterday when Chau Knu, a junk foki, was charged before Mr. Justice J. R. Wood with wilful murder. The jury inspected the boat which was placed in the Court lobby.

Mr. Somerset Fitzroy prosecuted on behalf of the Crown. The prisoner is being defended by Mr. Leo d'Almada, jur.

Outlining the case for the prosecution, Mr. Fitzroy said that the Chinese girl whose death forms the subject of the charge was about seventeen years of age. She was the daughter of a man called Cheong Pin who lived on board a cargo junk. On the morning of March 18 the junk was close to the seawall at Kennedy Town with the father and mother and their family on board.

Brother Also Attacked.

The family consisted of three or four girls and two boys. The boy went ashore to school and later the junk was towed by a steam launch to the s.s. Shantung, arriving alongside the vessel which was lying off the Wing Lok Wharf in the evening.

The girl, Cheong Fo Kam, went ashore with her sister in the steam launch which had towed the junk, and that was the last time Cheong Fo Kam was seen alive by her parents.

About six o'clock in the evening, the prisoner was sent ashore in a small sampan belonging to the junk in order to bring the two girls back again. Meanwhile the boy had met his two sisters and they had transacted some business at a shop. The prisoner found them together, and they all went to the Wing Lok Wharf where they boarded the sampan.

Two witnesses would say that at about eight o'clock they saw the two girls, the boy and prisoner in the sampan. Only one other person besides the prisoner knew what happened after that. When the sampan was some distance away from the wharf certain blows were struck, the girl Cheong Fo Kam being struck with a knife in the back of the neck.

The boy himself was also attacked and was either thrown or knocked overboard. He was rescued later in a state of collapse.

A Grievous Find.

About ten o'clock that night the father got worried about the whereabouts of his daughters and went ashore to make inquiries which proved fruitless. He again went ashore the following morning but the sampan was found floating near Green Island, the girl Cheong Fo Kam lying dead inside. A knife was also found in the boat.

Prisoner, continued Mr. Fitzroy, got away, but was brought back to Hong Kong. He made a statement to the Police in which he said the crime was committed by a man named Wong Yau. That man would be called as a witness and would say that he was not in the Colony at that time. His employer would state that the man was at Shekpi on the day of the crime.

Counsel asked the jury to bear in mind that accused did not know that the young boy, who was the only eye-witness, had been saved until the second hearing of the case at the Police Court. The allegation against Wong Yau was maintained on the first day of the hearing but on the second day, when the accused was confronted with the boy, he made no more reference to Wong Yau.

Counsel Objects.

Mr. Fitzroy observed that he understood the defence was to be insanity. Mr. d'Almada (to the Judge): I must object, my Lord. I must prefer the Crown not to touch upon the defence at this early stage of the proceedings. His Lordship upheld the objection and the jury and counsel then inspected the sampan.

Post-mortem Evidence.

Dr. Dovey said that he made a post-mortem examination of the girl's body on March 19. There was a wound on the left side of the neck, near the left ear and passed downwards below the left eye. He did not think that wound in itself could have proved fatal. A wound in the left side of the neck was the one which he took to be the cause of death, as it down went to the bone which was chipped. The third was a flesh wound on the right shoulder. He could not say whether the blow was delivered from front or behind or in what position the girl was at the time.

"THE ISLE OF DREAMS."

ANOTHER GERMAN FILM AT QUEEN'S.

LITTLE SMACKS ALL ROUND.

[BY OUR FILM CRITIC.]

"The Isle of Dreams," which you can see to-day at the Queen's, is another German production, not as good as the last, "The Waltz Dream," and nowhere approaching "Faust." It does, however, share a good quality which was very apparent in both these pictures, reality and force in the acting. Perhaps, however, the most amusing aspect of the film is the quite good-natured national feeling. We all have national feeling. It is very apparent at times in American productions and probably no less so in English ones—only, unfortunately, we are given little opportunity of seeing pictures made in our own country. But there is something whole-hearted in the friendly little "smacks" in the "Isle of Dreams." The villain is a Russian, but close on his heels comes a Frenchman, while the gentleman who comes nearest to being the hero is an American who is represented as being singularly lacking in the finer feelings. To round off the circle nicely he has been christened "John Jellicoe"! A Russian Prince and Princess, in exile in Paris, are seen celebrating their wedding by "John Jellicoe," and he falls in love with the bride. The Prince is an adventurer and a cad and "Jellicoe" in order to win the lady plans to provide her husband with money, that gentleman having said that he has discovered valuable ore on his property. The Princess discovers some months later that there is no mine and asks her husband to pay back the money with her own savings.

The Prince, however, thinks it would be pleasanter to elope with a second Russian lady and keep the cash in exchange for his wife. Then a "Frenchman" appears to assist, and finally to murder the Prince, throwing the blame on "John Jellicoe." There is, of course, a happy ending.

The acting is sincere, if it at times lacks polish, and some of the scenes are very pretty. The film is interesting because it is so different from those made in America, and even though it is amateurish in parts the story holds your attention and the characters are living persons.

not think that wound in itself could have proved fatal. A wound in the left side of the neck was the one which he took to be the cause of death, as it down went to the bone which was chipped. The third was a flesh wound on the right shoulder. He could not say whether the blow was delivered from front or behind or in what position the girl was at the time.

After consulting counsel, the Judge questioned Dr. Dovey concerning his examination of the dead body of another girl and explained to the jury that there were two girls in the sampan and both were killed. The present charge only related to one of them Cheong Fo Kam, whose body was found in the boat.

The second body was not found until some days later. Dr. Dovey said there were wounds on the second body which might have been caused by a knife.

Brother's Story.

The dead girl's young brother next gave evidence and his story corroborated the opening statement made by counsel for the prosecution.

Cross-examined by Mr. d'Almada, witness said that prisoner struck his sister with a board which was sometimes used as a seat in the sampan. He did not agree, however, that a board produced in Court was the one that was used.

He was positive that he fell overboard into the harbour and did not jump deliberately. He did not shout for help until he saw a junk drawing near him. He could only swim a little.

In reply to the Judge, witness said he thought prisoner wanted to take a gold bracelet his sister was wearing as the bracelet was missing from her person after the murder.

Mr. d'Almada: How far away in the water from the junk were you when the "fighting" was on?

Witness: About 300 yards. There was no light, you have told us, only a little moonlight. The action was quick—Yes.

And you might have been taken about the time—Yes. The case was then adjourned until this morning.

BY MAIL, WIRE, AND WIRELESS.

Washington.—President Hoover, in a proclamation to-day, made the Boulder Dam Act effective, this being another step towards the construction of this dam across the Colorado River, the greatest engineering project undertaken by the Government since the building of the Panama Canal.

Nanking.—The cruiser Chu-yu, flagship of Admiral Chen Shao-kuan, Commander-in-Chief of the Second Squadron, having been brought to Shanghai for repairs, Admiral Chen has transferred his flag to the Taikuen.

Shanghai.—An order has been issued by the Greater Shanghai municipal authorities for the registration of various Chinese "mosquito" papers. Those which do not register within the prescribed period will be suppressed.

Paris.—An international "Congress for the fight against imperialism" will open here on July 20.

Peking.—The administrative expenditure of the Peking municipal government and the bureau attached to it has been reduced from some \$360,000 to \$45,000 a month.

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TO LET, FURNISHED. One ROOM with Use of Kitchen and Bathroom.—Apply Mrs. CHAN, 587, NATHAN ROAD, KOWLOON. [7872]

TO LET or FOR SALE.—At FANLING (in ON Lok Village), Furnished or Unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply—KWONG SANG HONG, LTD., 250, DES VŒUX ROAD CENTRAL. [7894]

TO LET—SHOPS at FRONT and BACK of KATAMALLY BUILDING, Complete with Cockloft and Electric Fittings.—Apply to: KATAMALLY & Co., 20, QUEEN'S ROAD CENTRAL. [459]

TO LET.—Large and Airy OFFICE ROOMS, Overlooking QUEEN'S ROAD.—Apply to: KATAMALLY & Co., 20, QUEEN'S ROAD CENTRAL. [481]

FIVE-ROOM HOUSE in No. 49, GRANVILLE ROAD, KOWLOON.—Apply to SPANISH DOMINICAN PROCUATION. [8056]

TO LET—OFFICE in ASIATIC BUILDING.—Apply: SECRETARY. [8059]

POSITIONS WANTED.

EURASIAN GIRL, with Experience seeks Position as NURSEMAID. Would live in.—Address: Box 5000, c/o Hong Kong Daily Press. [8000]

LADY. English, seeks Engagement as STENOGRAPHER. Excellent References from London and Far Eastern Offices. State Salary offered to Box 8001, c/o Hong Kong Daily Press. [8001]

YOUNG CHINESE, Well-equipped with Knowledge of English and Chinese and Conversant with Office Routine, seeks EMPLOYMENT in Secretarial Work. Outposts preferred.—Please write Box 7890, c/o Hong Kong Daily Press. [7890]

TWO Young CHINESE LADIES, educated in AUSTRALIA, seek Positions as STENOGRAPHER and TYPIST.—Please apply Box No. 457, c/o Hong Kong Daily Press. [457]

WANTED TO RENT.

FLAT, Unfurnished, Four or Five Rooms, Middle Floor Preferred. Must be Close to Tram or Ferry.—Reply, stating Terms, to Box 7890, c/o Hong Kong Daily Press. [7890]

FLAT, or SMALL HOUSE, Furnished, Modern Sanitation, in Hong Kong or Kowloon. Would Rent for Six or Nine Months, or Longer, if Terms Moderate.—Address: Box 7859, c/o Hong Kong Daily Press. [7859]

WANTED.

SECOND-HAND DINGHEY, with Sails, Complete, Wanted. Craft with Centre-board preferred, but Not Essential.—Reply, stating Size, Price, etc. to Box 8016, c/o Hong Kong Daily Press. [8016]

FOUR-SEATER CAR Wanted. Second-hand. Must be in Good Running Order, and Not Exceeding \$800.—Address: Box 8017, c/o Hong Kong Daily Press. [8017]

FILLING CABINET, Wood or Steel, must be in Good Condition. Write, stating Size and Price, to Box 7840, c/o Hong Kong Daily Press. [7840]

BOUND Volumes of "HONG KONG WEEKLY PRESS", 1928, Vol. I, and Vol. II, 1927 Vol. I. Or Unbound Numbers covering Those Periods.—Write Box 7936, c/o Hong Kong Daily Press. [7936]

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below:—

SITUATIONS VACANT. HOUSES AND APARTMENTS WANTED. HOUSES AND APARTMENTS TO BE LET. MISCELLANEOUS WANTS.

When so required replies to box numbers will be posted to advertisers daily. Extra stamps for postage should be remitted. All advertisements must be authenticated by the name and address of the sender.

Announcements not exceeding 25 Words are inserted under this heading at a Pre-paid Rate of One Dollar for THREE INSERTIONS. If Charges collected, \$1.50.

THIS FORM MAY BE USED:

Please insert.....time		Enclosed.....in payment.	
Signature.....		Address.....	

Address: The ADVERTISEMENT MANAGER, Hong Kong Daily Press.

11, Ice House Street, or P.O. Box 1.

Money and Markets

HONG-KONG MARKET REPORTS.

Yesterday's quotations for rice and other foodstuffs were as follows:—

Rice.	Per Picul.
Common White	\$7.05-9.27
Broken, Red Seal	8.67
Granulated, Black Seal	5.70
Reddish, Cargo Rice	6.10
Long Fragrant, Red Seal	7.08
Miscellaneous.	
Coarse granulated sugar, No. 18	\$ 8.38
Coarse granulated sugar, No. 20	6.38
Coarse granulated sugar, No. 21	7.03
Bird's white edible peas, No. 2	1,450.00
Bird's white edible peas, No. 2	1,080.00
Dried Mushroom, Tung Koo	160.00
Canned Green Bean	7.30
Soy Bean	6.50

GREEN ISLAND CEMENT.

INTERESTING RUMOUR.

Those in close touch with the share market are expecting to see a move in Green Island Cement very shortly, as there is a rumour to the effect that the company will shortly cease to be conducted under the management of Messrs. Shewan Tomes & Co.

A rumour to this effect circulated in Ice House Street yesterday, and one broker gave it as his opinion that should there be any truth in the report, there is bound to be a little "flatter" in these shares.

Although we have endeavored to confirm this news, it has not been possible to obtain confirmation. However, shareholders will not be kept in suspense very long as to whether the report is well-founded or not.

SILK TEXTILES.

CANADIAN CO. SPONSORED BY STRONG AMERICAN GROUP.

["D.P." Special Service.]

Montreal, Que.—Immediate development of a new and important textile industry in the Province of Quebec is foreshadowed in the announcement that the Textile Company of Canada, recently organized with a fully paid-up capital of \$1,000,000, will establish a plant at Louiseville, Quebec. Although silk materials will be manufactured exclusively at the commencement, it is planned to add other lines.

The new company is sponsored by a strong industrial group, the personnel of the directorate representing a consolidation of fifteen mills in the United States. Prominent clothing manufacturers and bankers are on the board and it is stated that the combined resources of the group are over \$100,000,000. The president and managing director is Phil Fainer, president of Fainer Ladies Wear, Ltd., Montreal. Other directors are Jerome Roth, of D. H. Roth and Co., bankers; Lawrence Marx, president of Cohn, Hall, Marx, Homer Loring, president of Merchants' and Manufacturers' Corporation; J. Trumbull of Kidder, Peabody Co., bankers; J. W. Schwab, treasurer of Cohn, Hall, Marx; S. W. Jacobs, M. P., attorney, Montreal and St. George of Strook and Strook, attorneys.

A property consisting of twelve acres has already been purchased and the plans of the new organization embrace construction of a building for \$225,000 and the installation of machinery and equipment now on order costing in the neighborhood of \$800,000. The main building will be two storeys high, and will provide at the outset 50,000 square feet of manufacturing space. A total of 150 looms will be initially installed, it is stated, and the plant will constitute a complete unit, consisting of weaving, throwing, dyeing and printing.

An indication of the large-scale operations planned is gleaned from the statement that 400 hands will be employed at the start for a single shift, and that it is intended to operate some of the departments three shifts.

Louiseville, chosen as the site for this important new industry, is situated on the St. Lawrence river about 25 miles above the growing manufacturing centre of Three Rivers. It is also close to Shawinigan Falls and is in the territory served with power by the Shawinigan Water and Power Company, through its subsidiary, the Electric Service Corporation. Over 1,000 horsepower of electrical energy, it is stated, will be required by the new industry. Raw material will be imported from Japan, and in duty free, says the announcement, and the rayon required will be purchased in Canada.

HONG KONG TRADE.

TEXTILE BUSINESS STILL QUIET.

The fortnightly report of the Hong Kong General Chamber of Commerce contains the following references to the textile trade:—The reports and prices are published by importers, and the Chamber cannot accept responsibility for the accuracy thereof.

Cotton Piece Goods and Fancy Cotton Goods.

The following reports have been received:—

There is no change to report in the tone of the market. Whatever business is passing is practically confined to small sorting-up lines of various Light Fancies for shipment at the end of the year. "Spot" off-take shows little or no improvement. Value of Middle American Cotton has fluctuated within narrow limits and is quoted 10.35 "Spot." Egyptian Sakel is 35 points lower at 15.35.

There has been a slightly better tone in the market, with enquiries for miscellaneous lots. A little new business has been done but generally speaking there is no demand of any importance. Clearances have shown some improvement, but it is a problem to bring dealers to take delivery of spring cargo, owing to market values having declined the last few weeks. The advantage of easier Manchester prices has been mitigated by the continued weakness of exchange.

Woolens.

Nothing to report.

Cotton Yarn.

Practically no business has been reported during the fortnight, and the market continues very quiet. Prices are on the easier side, nominal quotations being as follows:—No. 10s. \$100-170; No. 12s. \$170-180; No. 16s. \$180-185; No. 20s. \$180-195. Arrivals, all Shipments, all. Sales, all. Unsold stock, 1,400 hales. Bargains, 4,100 hales.

Raw Cotton.

No sales to report.

CANTON TRADE NOTES.

The cotton yarn market has been active during the last few days. Prices of No. 20 and upwards have risen by two to three dollars. In Shanghai, quotations have also been high.

Prices of both foreign and Kwangtung rice have fallen and firewood has also dropped, as there have been large arrivals of both these commodities from the river districts.

The match industry has been slack during recent months, and several manufacturers have closed their factories. This is attributed to the importation of matches from Japan and Sweden.

Merchants dealing in Japanese linen are doing two thirds less business this summer than last. Since the anti-Japanese Boycott ended, large consignments of Japanese linen have been imported but the demand has been limited as the prices have increased under the New Tariff.

Passenger and freight charges were raised on the steam launches plying between Wuchow and Canton or Hong Kong during the fighting on the West River. Now that Kwangtung money has taken place of the Kwangsi money the proprietors of the vessels have decided to return to the old rates.

The Canton Municipal authorities have decided to impose a test of quality on all cement imported into and sold in the city. The Provincial Government has instructed the authorities of Hainan Island, to prohibit the importation of a certain brand of cement from Haiphong, which was found upon test by the Canton authorities not to be sufficiently adhesive.

The importation of Japanese coal last month also showed a decrease while more coal was imported from the Dutch Indies, Haiphong and India. Practically no Russian (Chinese) coal has arrived on account of the strike in the mines. The total amount of foreign coal imported was over 20,000 tons of which over 2,000 tons came from Japan, about 6,300 from the Dutch Indies, 4,100 from India and 3,000 from Haiphong.

DEVELOPMENT OF HARBOURS.

COMMONS APPROVES LOANS TO CANADA.

\$29,000,000 EXPENDITURE APPROVED.

["D.P." Special Service.]

Ottawa, Ont.—Large programmes of port development in Canada were advanced a stage when the House of Commons approved Bills providing for an aggregate in loans to harbour commissioners of \$29,000,000. The Bills which received third reading and were passed and now go to the Senate for approval provide for a further loan to the Montreal Harbour Commission of \$10,000,000; Vancouver Harbour Commission \$10,000,000; Halifax Harbour Commission \$5,000,000; Three Rivers Harbour Commission \$2,000,000 and Chicoutimi Harbour Commission \$2,000,000.

Explaining the purpose of the loan to the harbour commissioners of Montreal, Hon. P. J. A. Carlin, Minister of Marine and Fisheries, gave details of the proposed expenditures as follows: Three new berths at Laurier wharf, \$2,000,000; reconstruction of King Edward and Laurier wharves, \$2,000,000; extension of railway electrical system to eastern section of harbour, \$1,500,000; extension of grain conveyor system, \$1,000,000; industrial wharves, \$500,000; new berthing facilities, \$2,000,000; requisition of lands, \$1,000,000.

New Ocean Pier.

The Vancouver estimates include \$3,500,000 for the development of a new ocean pier and \$1,500,000 for wharves for vessels in coastal trade, fish wharf and fish storage, cold storage, and grain jetty, etc. Important additions to grain handling facilities are provided for in proposed increases in the capacity of the harbour commissioners' No. 1, No. 2 and No. 3 elevators, these extensions aggregating 7,500,000 bushels storage capacity and involving an expenditure of \$3,000,000. For redemption of Vancouver Harbour Commission matured mortgage notes, a sum of \$1,550,000 is provided.

Speaking on the proposed loan of \$10,000,000 to the Vancouver board, Mr. Carlin stated that last year grain deliveries at Vancouver amounted to 87,550,546 bushels which he contrasted with 55,000,000 bushels in 1924. Deep sea ships coming into the harbour in 1927 totalled 1,100 and in 1928 there were 1,300, an increase of 200, he said.

The largest item in the proposed expenditures at Halifax is for Pier "B" on which the Halifax Harbour Commission proposes to spend \$3,741,500. Transit sheds on Pier "A" are to cost \$440,000, a proposed replacement wall \$400,000 and a million bushel addition to the grain elevator \$300,000. The total programme for improvement of the Halifax terminals amounts to \$5,400,000.

Three Rivers, included in the votes of money for harbour development with an amount of \$2,000,000 for the provision of seven additional berths, is an important manufacturing city on the St. Lawrence river and also serves Shawinigan Falls, Grand Mere and other growing industrial towns. At Chicoutimi which is an equally important port at the head of navigation on the Saguenay river, the harbour commissioners propose to extend the wharf at present under construction for an additional 200 feet, which is the purpose of the loan of \$2,000,000 to the Chicoutimi Harbour Commission. In proposing the granting of loans for these amounts to the harbour commissioners of Three Rivers and Chicoutimi, Mr. Carlin referred in glowing terms to the rapid development industrially around the mouth of the St. Maurice river and in the Saguenay region of Quebec province and the urgent need for additional port facilities at these points.

BUILDING ACTIVITY.

UNPRECEDENTED LEVELS IN CANADA.

["D.P." Special Service.]

Ottawa, Ont.—Building in Canada continues at unprecedented levels. In the first four months of 1929 building permits totalled \$72,510,702, an amount which the Dominion Bureau of Statistics says exceeds that for any similar period since the record was begun in 1920. The aggregate for the elapsed months of this year is \$20,747,107 above the total of \$51,768,505 for the first four months of 1928, the previous high record.

The April figure as reported by the Bureau was \$20,021,087, compared with \$24,057,456 in the preceding month and \$18,006,107 in April 1928.

EMPLOYMENT OF ALIENS.

RESTRICTIONS ON ENTRY.

SPECIAL PERMITS REQUIRED.

A White Paper issued recently contains a memorandum by the Minister of Labour on the procedure regulating the entry of foreigners for employment in Great Britain (Stationery Office, Cmd. 3,315, price 2d. net). It is explained that in general the control of administrative provisions in this matter is in the hands of the Home Secretary, but an alien is not permitted to land unless, if desirous of entering the service of an employer, he produces a permit in writing for his engagement issued to the employer by the Minister of Labour.

This requirement of a permit is additional to other conditions imposed by law. The Minister of Labour, however, is not necessary to enable a foreigner to enter in order to take up business on his own account, or to accept the position of director of a company registered under the Companies Acts. The number of foreigners permanently resident and gainfully occupied in Great Britain is given in the census of 1921 as:—Males, 110,278; females, 32,447—total, 142,725, being approximately 0.7 per cent. of the total population gainfully employed. Many of these people have been resident in the country for many years, and a number of them were born here. They are therefore to be regarded, in so far as they are employed persons, as part of the labour available in the country.

Safeguarding British Workers.

The admission of newcomers is closely restricted to safeguard the interests of British workers in view of the present condition of unemployment. A permit is required to give a guarantee that no labour will be displaced; he must prove that every possible effort has been made without success to find suitable labour from among permanent residents, and that the wages paid to foreigners are not less than those paid to British workers for similar work. The Department consults representative organizations of employers and workers in all cases of doubt and difficulty.

It is the practice to grant permits freely (except that the periods are limited) for international reputation. Permits are similarly granted with a time-limit, for performance presenting special features of novelty or attractiveness.

Young foreigners, male or female, who desire to take up supernumerary posts in offices, banks, etc., for limited periods in order to acquire some knowledge of our language and business methods, are specially treated. Issue of permits to them is desirable if only to secure similar facilities for young British subjects who seek to obtain foreign experience by temporary employment abroad.

Valuable Links.

"Moreover," the report adds, "foreigners who have gained experience in this country are a valuable link later on in life for the furtherance of British export trade. Care is taken that these facilities are not misused by employers who desire to obtain cheap clerical labour."

A permit is generally for a limited period, from one week up to 12 months. In certain circumstances other conditions are also imposed. Before the War there were some occupations which were normally recruited from abroad. This is not now permitted as a normal feature of any occupation; employers are required to train and employ persons already in the country.

The effect of this policy is instanced in the following occupations:—Mosaic and terrazzo workers, hairdressers and waiters. The hairdressing trade has set up several schools and training establishments. Leading employers are now training British youths as waiters. A regular system of exchange has been arranged by the Ministry between British trainees seeking experience in France and Switzerland and French and Swiss youths desiring British experience. Permits are also issued to foreign technicians to assist employers in establishing new industries and new processes in existing industries.

the same month of last year, an increase in the first comparison of \$5,563,641 or 23.1 per cent. and of \$11,014,630 or 59.2 per cent. in the second.

The returns from 61 Canadian cities were tabulated. In a long list of cities representing more than half the total number, increases were recorded in April over both the preceding month and the corresponding month of last year. Of the larger cities, Toronto and Winnipeg registered increases in both comparisons, whereas Montreal showed a decline from the preceding month but was higher than in April 1928.

THE MONEY MARKET

CHINESE BUSINESS-HOUSES HANDICAPPED.

STRINGENCY DUE TO MANY FACTORS.

That business in Chinese circles in Hong Kong is unusually difficult this year, owing to tightness of the money market, was revealed to a Daily Press representative yesterday by a prominent Chinese banker who has large commercial interests in the Colony.

In conversation with our representative this merchant-banker explained that the fifth and sixth months of the Chinese year are usually dull months for business, and this seasonal depression in trade has the effect of releasing a lot of money on the market, so that the money market should be easy.

This year, however, the usual state of affairs has been reversed, and the cause can be traced to several factors. The recent fighting between Kwantung and Kwangsi had the effect of bringing a good deal of money into the Colony, which, however, has since returned to those provinces with the cessation of hostilities.

Silk business this year happens to be at its height during the present season, and quite a good sum has gone to China for financing this business, and interest at 10 or 14 per cent. per annum is paid on such advances. Native banks are taking full advantage of the high rate of interest prevailing, and in this way much of the money usually deposited in Hong Kong during the summer has found its way to Canton this year.

Another reason for the difficult position of the market is that, owing to the general depression of business in Hong Kong, large sums of money are tied up in Central Bank notes, which have been purchased at fairly cheap rates, buyers hoping the notes will be redeemed at par when conditions revert to normal. It is estimated that from \$5,000,000 to \$10,000,000 is tied up in this way. This is another reason why the money market is tight at the present moment.

Rice merchants are confronted with a serious problem this year, as the money market directly affects their business. Due to some dispute in Canton, large stocks of rice are stored in godowns and cannot be released because it is difficult to raise money to meet bank drafts.

Another reason for the exodus of money from Hong Kong is the favourable rate of exchange on Shanghai. This has caused many financiers and bankers to send money to Shanghai to be returned here when the rate drops again.

Our representative was told that, in addition to the causes stated above, the end of June is the time for general settlement among non-Chinese firms, which further aggravates the present stringency of the money market.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

	July 2, 1929.
H.K. Banks	.....\$1240 buy.
Do., London	.....2131 1/2 nom.
Chartered Banks	.....319 1/2 buy.
Mercantile Banks, A & B	.....233 nom.
Do., C	.....215 1/2 nom.
P. & O. Banks	.....257 nom.
East Asia Bank	.....392 nom.
Canton Insurance	.....\$63 sel.
Union Insurance	.....\$23 1/2 buy.
North China Ins.	.....Tls. 160 buy.
Yangtze Insurance	.....M. \$50 nom.
China Underwriters	.....\$210 sel.
China Fire Insurance	.....\$300 buy.
H.K. Fire Ins.	.....\$770 buy.
Douglases	.....\$74 sel.
H.K. Steamboats	.....\$124 sel.
H.K. Tug	.....\$20 sel.
Indo-China (Pref.)	.....\$45 buy.
Do. (Def.)	.....\$40 nom.
Shell Transport	.....\$61 nom.
Union Waterworks	.....\$22 nom.
Benguet	.....\$3 nom.
Kailash Mining Admin	.....\$6 1/2 nom.
Langkats (combined)	.....Tls. 14 sel.
Do. (single)	.....Tls. 74 sel.
S'hai Explorations	.....Tls. 51 sel.
Shanghai Loans	.....Tls. 44 sel.
Baus	.....\$64 buy.
Tzech Mines	.....21 1/2 buy.
H.K. & R. Wharves	.....\$124 buy.
H.K. & W. Docks	.....\$35 nom.
China Provident	.....\$36 buy.
Hongkows	.....Tls. 108 nom.
New Engineering	.....Tls. 64 buy.
Shanghai Docks	.....Tls. 137 1/2 nom.
Ewo Cottons	.....Tls. 13 3/4 buy, 13 3/5 sel.
Oriental Cottons	.....Tls. 2 3/4 buy, 2 3/7 sel.
S'hai Cottons (old)	.....Tls. 73 1/2 buy.
Do. (new)	.....Tls. 34 buy.
H.K. & S. Hotels	.....\$5 55 buy, 54 sel.
H.K. Lands	.....\$61 buy, 61 sel.
Shanghai Lands	.....Tls. 147 buy.
Hampden Estates	.....\$134 buy.
H.K. Roadways	.....\$7 50 buy.
H.K. Tramways	.....\$10 10 sel.
Peak Tramways (old)	.....\$11 80 nom.
Do. (new)	.....\$6 05 nom.
Star Ferries	.....\$65 sel.
China Lights, Cam.	.....\$138 50 buy.
Do., E. Lights	.....\$130 50 sel.
Do., H. Lights	.....\$70 nom.
H.K. Electric	.....\$54 buy.
Macao Electric	.....\$384 sel.
Sandakan Lights	.....\$31 sel.
Telephones	.....\$7 buy.
China Buses	.....Tls. 144 buy.
Singapore Tractors	.....11 1/2 sel.
Do. (Pref.)	.....19 1/2 buy.
China Sugar	.....\$5 25 buy.
Malayan Sugar	.....\$27 nom.
Oanton Iron	.....\$2 buy.
Comants (combined)	.....\$8 70 buy.
Do. (old)	.....\$75 sel.
Do. (new)	.....\$140 nom.

Haig

TO OPEN
Remove cap
raise lever and
push upwards



TO CLOSE
Replace cap
and push
lever down

NEW BOTTLE SEAL (NO CORKSCREW)

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Doctors are using it
Judges are using it
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find it preferable to
any other stimulant



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A Whisky of quality at a moderate price.

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Sole Agents:—

T. E. GRIFFITH, LTD.

TEL. 3517.

WASTE STRAW.

CONVERTED INTO LUMBER.

["D.P." Special Service.]

Regina, Sask.—A new use for waste straw is being developed by a company incorporated in Regina for the manufacture of strawboard to replace ordinary lumber in the construction of buildings, and one machine has recently been placed in operation on the farm of T. A. McCusker, one mile north of Regina. The product is called "Solomite" and Dr. E. A. McCusker of Regina is organizing the Solomite Company of Canada to manufacture the new building material. Patent rights for Canada have been acquired.

The machine, it is stated, compresses the straw under a pressure of 100 pounds to the square inch, the product being faced with wire and turned out in boards 14 feet long by five feet wide and two inches thick. The machine turns out 4,000 square feet of straw board per day. It is contended that the product is fireproof on account of the pressure to which it is subjected and that it possesses insulating qualities to a high degree.

H.K. Bopet	.....\$7 sel.
United Asbestos	.....\$5 buy.
Dairy Farms	.....\$18 nom.
Watsons	.....\$12 nom.
Der A Wings	.....80 cts. buy.
Lane Crawfords	.....\$14 sel.
Macintoshes	.....\$15 buy.
Singapore	.....\$18 buy.
Wm. Powells	.....\$3 sel.
H.K. Amusement	.....\$24 nom.
H.K. Constructions	.....\$14 nom.
Esque Indus. G. B. Bonds\$72 nom.
H.K. Govt. Bonds\$72 nom.
buy—buyers; sel—sellers; aa—sales nom—nominal	

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Beaconsfield Arcade.

ADVERTISED SAILINGS FROM HONG KONG.

EXPECTED ARRIVALS AND MOVEMENTS.

ENGINEER STUDENTS IN LINERS.

WHITE STAR SCHEME EXTENDED.

Following the success of the scheme begun in the summer of 1921 to provide engineering students of Liverpool University with practical experience during vacation, the White Star Line has again arranged for a further number of students to sail on board their liners during the summer months.

The scheme, which was drawn up by Mr. W. J. Willett-Brace, late superintendent engineer of the line, with the approval of the managers, provides for about 21 students to make the Atlantic voyage in either the New York or Canadian service, one student to a sailing, beginning in the first week of July and continuing till about September next. The students will take watch with experienced marine engineers, assist in the running of the engines and boilers and certain auxiliaries, and also take part in the overhaul of deck machinery.

This year the scheme has been extended to include engineering students from Oxford and Cambridge, who will sail in the three mail steamers of the Southampton service, Majestic, Olympic, and Homeric, with not more than two students per ship each voyage. Hitherto, most students during vacation have gone into works ashore, but the departure made by the White Star Line has proved of inestimable value in that it gives the students first-hand knowledge and experience which could never be gained in engine works ashore.

CONSIGNEE NOTICES.

SERVICES CONTRACTUAL DES MESSAGERIES MARITIMES.

CONSIGNER NOTICE.

S.S. "PORTHOS."

ARRIVED HONG KONG ON TUESDAY, THE 2ND JULY, 1929.

FROM MARSEILLES, &c.

CONSIGNEES of Cargo by the above named Steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuable are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to Rent.

All Claims must be sent to the Under-Secretary before Thursday, the 11th July, 1929, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on Monday, the 8th July, 1929.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hong Kong, 2nd July, 1929. [3057]

NORDDEUTSCHER LLOYD, BREMEN.

THE STEAMER "DERFFLINGER"

having arrived from BREMEN, HAMBURG and Riga, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk in the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are further notified that the Steamer "DERFFLINGER" has taken at HAMBURG and BREMEN Through Cargo for HONG KONG, Ex S.S. "Jezo," S.S. "Marsch Schrepper," S.S. "Kono," S.S. "Bos," S.S. "Ukawa," S.S. "Kono," S.S. "Fozon," and S.S. "Gaza" from OSLO, GOTHENBURG, RIGA and HELSINGFORS.

All Goods remaining undelivered after the 7th of July, 1929, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash at 10 a.m. on the 6th of July, 1929.

No Claims will be admitted after the Goods have left the Godown and two Weeks of the Ship's arrival have after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Under-Signed for Counter-Signature.

MELCHERS & CO., Agents.

Norddeutscher Lloyd, Bremen.

Hong Kong, 30th June, 1929. [3054]

SERVICE TO READERS.

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ALEXANDRIA.

Pres. Johnson, Dollar, July 14.
Pres. Monroe, Dollar, July 29.

AMOI.

Sirdhana, P. & O., July 4.
Tjikarang, J.C.J.L., July 4.
Haiching, Douglas, July 5.
Kwangtung, B. & S., July 7.
Haining, Douglas, July 8.
Hopsang, Jardine's, July 10.
Talanba, B.I., July 10.
Kumsang, Jardine's, July 12.
Tjimanok, J.C.J.L., July 12.
Kingsman, B. & S., July 14.
Tjisanroa, J.C.J.L., July 14.
Namsang, Jardine's, July 15.
Tjitaroen, J.C.J.L., July 26.
Tjihadak, J.C.J.L., July 27.
Yuenwang, Jardine's, July 28.

ANTWERP.

Hakone Maru, N.Y.K., July 13.
Danmark, Manners, July 26.
Suwa Maru, N.Y.K., July 27.

AUSTRALIAN PORTS.

St. Albans, E. & A., July 5.
Cabarita, Dwell's, July 10.
Taiping, B. & S., July 16.
Aki Maru, N.Y.K., July 24.
Aratara, E. & A., Aug. 2.

BALTIC PORTS.

Lahn, Melchers, July 17.
Danmark, Manners, July 26.
Derfflinger, Melchers, July 27.

BALTIMORE.

Machson, B.F., July 8.
City of Mandalay, Bank, July 15.
Springbank, Bank, July 31.

BANGKOK.

Kwaiyang, B. & S., July 5.
Hiram, Thoreson's, July 7.
Kaying, B. & S., July 7.
Kwangchow, B. & S., July 14.

BELAWAN DELL.

Cremer, J.C.J.L., July 4.
Lahn, Melchers, July 17.
Derfflinger, Melchers, July 27.

BOMBAY.

Mirzapore, P. & O., July 9.
Awa Maru, N.Y.K., July 11.
Alipore, P. & O., July 19.

BOSTON.

British Prince, Furness, July 4.
Tatsuno Maru, N.Y.K., July 4.
Machson, B.F., July 8.
McMaster Castle, Dwell's, July 10.
Pres. Johnson, Dollar, July 14.
City of Mandalay, Bank, July 15.
Japanese Prince, Furness, July 15.
Atago Maru, N.Y.K., July 21.
Kuma Maru, N.Y.K., July 26.
Pres. Monroe, Dollar, July 29.
Springbank, Bank, July 31.
Chinese Prince, Furness, August 1.

BREMEN.

Lahn, Melchers, July 17.
Derfflinger, Melchers, July 27.

BRINDISI.

Nippon, Dodwell's, July 13.
Timavo, Dodwell's, July 23.

CALCUTTA.

Santhia, B.I., July 7.
Genoa Maru, N.Y.K., July 8.
Kumsang, Jardine's, July 11.
Hosang, Jardine's, July 11.
Tilawa, B.I., July 24.
Sirdhana, B.I., July 29.

CEBU.

Golden Peak, S.S.S., July 3.
New York, S.S.S., July 19.
Bellingham, S.S.S., July 20.
Golden Mountain, S.S.S., July 23.

CHEFOO.

Kueichow, B. & S., July 11.
Huichow, B. & S., July 22.

COLOMBO.

Venezia, Dodwell's, July 5.
Kashgar, P. & O., July 6.
Mirzapore, P. & O., July 9.
Awa Maru, N.Y.K., July 11.
Hakone Maru, N.Y.K., July 13.
Nippon, Dodwell's, July 13.
Saarlund, Jensen, July 13.
Pres. Johnson, Dollar, July 14.
Andre Lebon, M.M., July 16.
Lahn, Melchers, July 17.
Khiva, P. & O., July 19.
Glenahane, Jardine's, July 24.
Derfflinger, Melchers, July 27.
Rheinland, Jensen, July 27.
Pres. Monroe, Dollar, July 28.
Porthos, M.M., July 29.
Khyber, P. & O., Aug. 3.

COPENHAGEN.

Canton, Gilman's, July 3.
Danmark, Manners, July 26.

DALNY.

Lahn, B. & S., July 4.
Isar, Melchers, July 13.
Saarbrücken, Melchers, July 31.

DUTCH PORTS.

Canton, Gilman's, July 3.
City of Cambridge, Bank, July 9.
Sarpedon, B.F., July 10.
Hakone Maru, N.Y.K., July 13.
Saarlund, Jensen, July 13.
Lahn, Melchers, July 17.
Idomenus, B.F., July 23.
Glenahane, Jardine's, July 24.
Danmark, Manners, July 26.
Derfflinger, Melchers, July 27.
Rheinland, Jensen, July 27.
Suwa Maru, N.Y.K., July 27.
Isar, Melchers, Aug. 14.

FOOCHOW.

Haiching, Douglas, July 5.
Haining, Douglas, July 8.

GENOA.

Saarlund, Jensen, July 13.
Pres. Johnson, Dollar, July 14.
Lahn, Melchers, July 17.
Autolyus, B.F., July 20.
Durban Maru, N.Y.K., July 20.
Derfflinger, Melchers, July 27.
Rheinland, Jensen, July 27.
Pres. Monroe, Dollar, July 28.
Saarlund, Jensen, Aug. 24.

GLASGOW.

Sarpedon, B.F., July 10.
Autolyus, B.F., July 20.

GOTHENBURG.

Canton, Gilman's, July 3.
Danmark, Manners, July 26.

HAIPHONG AND HOIHOW.

Canton, M.M., July 3.
Kwaiyang, B. & S., July 5.
Teau, B. & S., July 11.

HAMBURG.

Canton, Gilman's, July 3.
City of Cambridge, Bank, July 9.
Saarlund, Jensen, July 13.
Lahn, Melchers, July 17.
Idomenus, B.F., July 23.
Glenahane, Jardine's, July 24.
Danmark, Manners, July 26.
Derfflinger, Melchers, July 27.
Rheinland, Jensen, July 27.

HAVRE.

Autolyus, B.F., July 20.
Danmark, Manners, July 26.

HONOLULU.

Ellipse, States S.S., July 7.
Awa Maru, N.Y.K., July 9.
Shinyo Maru, N.Y.K., July 10.
Pres. Taft, Dollar, July 16.
Siberia Maru, N.Y.K., July 24.
Pres. Jefferson, A.M.L., July 30.

LOILO.

Golden Peak, S.S.S., July 3.
New York, S.S.S., July 19.
Bellingham, S.S.S., July 20.
Golden Mountain, S.S.S., July 23.

JAPAN PORTS.

Adrasius, B.F., July 3.
Sirdhana, P. & O., July 4.
Tatsuno Maru, N.Y.K., July 4.
Khyber, P. & O., July 5.
Nagano Maru, N.Y.K., July 5.
Hakozaki Maru, N.Y.K., July 9.
Himalaya, Dwell's, July 9.
Pres. Jackson, A.M.L., July 9.
Emp. of Asia, C.P.S., July 10.
Mito Maru, N.Y.K., July 10.
Shinyo Maru, N.Y.K., July 10.
Talanba, B.I., July 10.
Aldington Court, Jar., July 11.
Taltby, Jensen, July 11.
Tjihadak, B.F., July 11.
Katsang, Jardine's, July 12.
Philoctetes, B.F., July 12.
Isar, Melchers, July 13.
Phemius, B.F., July 13.
Chenoneaux, M.M., July 16.
Pres. Taft, Dollar, July 16.
Oristes, B.F., July 17.

Kobe.

Atago Maru, N.Y.K., July 13.
Namsang, Jardine's, July 13.
Viminale, Dodwell's, July 18.
Kidderpore, P. & O., July 19.
Malwa, P. & O., July 19.
Takiwa, B.I., July 19.
Leverkusen, Jensen, July 23.
Pres. McKinley, A.M.L., July 23.
Glenahane, Jardine's, July 24.
Siberia Maru, N.Y.K., July 24.
Kuma Maru, N.Y.K., July 26.
Yuenwang, Jardine's, July 28.
Mishima Maru, N.Y.K., July 29.
Athos II, M.M., July 29.
Pres. Jefferson, A.M.L., July 30.
Emp. of France, C.P.S., July 31.
Ixion, B.F., August 1.
Glenagarry, Jardine's, Aug. 2.
Ermland, Jensen, Aug. 2.

Kobe.

Atago Maru, N.Y.K., July 13.
Namsang, Jardine's, July 13.
Viminale, Dodwell's, July 18.
Kidderpore, P. & O., July 19.
Malwa, P. & O., July 19.
Takiwa, B.I., July 19.
Leverkusen, Jensen, July 23.
Pres. McKinley, A.M.L., July 23.
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Ermland, Jensen, Aug. 2.

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Yuenwang, Jardine's, July 28.
Mishima Maru, N.Y.K., July 29.
Athos II, M.M., July 29.
Pres. Jefferson, A.M.L., July 30.
Emp. of France, C.P.S., July 31.
Ixion, B.F., August 1.
Glenagarry, Jardine's, Aug. 2.
Ermland, Jensen, Aug. 2.

MARSEILLES.

Kashgar, P. & O., July 6.
Sarpedon, B.F., July 10.
Hakone Maru, N.Y.K., July 13.
Saarlund, Jensen, July 13.
Pres. Johnson, Dollar, July 14.
Andre Lebon, M.M., July 16.
Lahn, Melchers, July 17.
Durban Maru, N.Y.K., July 20.
Khiva, P. & O., July 20.
Rheinland, Jensen, July 27.
Suwa Maru, N.Y.K., July 27.
Pres. Monroe, Dollar, July 28.
Porthos, M.M., July 29.
Khyber, P. & O., Aug. 3.

NAPLES.

Pres. Johnson, Dollar, July 14.
Pres. Monroe, Dollar, July 28.

NEWCHWANG.

Linan, B. & S., July 4.

NEW YORK, BOSTON, etc.

British Prince, Furness, July 4.
Tatsuno Maru, N.Y.K., July 4.
Machson, B.F., July 8.
McMaster Castle, Dwell's, July 10.
Pres. Johnson, Dollar, July 14.
City of Mandalay, Bank, July 15.
Japanese Prince, Furness, July 15.
Atago Maru, N.Y.K., July 21.
Kuma Maru, N.Y.K., July 26.
Pres. Monroe, Dollar, July 29.
Springbank, Bank, July 31.
Chinese Prince, Furness, August 1.

NORTH CHINA.

Adrasius, B.F., July 3.
Tjihadak, B.F., July 11.
Isar, Melchers, July 13.
Java, Manners, July 15.
Leverkusen, Jensen, July 23.
Saarlund, Jensen, July 27.
Ermland, Jensen, Aug. 2.
Saarlund, Jensen, Aug. 2.

ORAX.

Lahn, Melchers, July 17.
Derfflinger, Melchers, July 27.

OSLO.

Canton, Gilman's, July 3.
Danmark, Manners, July 26.

PANAMA.

Tatsuno Maru, N.Y.K., July 4.
Eclipse, States S.S., July 7.
Anyo Maru, N.Y.K., July 9.
Atago Maru, N.Y.K., July 21.
Kuma Maru, N.Y.K., July 26.

PENANG.

Cremer, J.C.J.L., July 4.
Kashgar, P. & O., July 6.
Santhia, B.I., July 7.
Genoa Maru, N.Y.K., July 8.
Mirzapore, P. & O., July 9.
Awa Maru, N.Y.K., July 11.
Kumsang, Jardine's, July 11.
Hakone Maru, N.Y.K., July 13.
Pres. Johnson, Dollar, July 14.
Alipore, P. & O., July 19.
Hosang, Jardine's, July 20.
Khiva, P. & O., July 20.
Tilawa, B.I., July 24.
Pres. Monroe, Dollar, July 28.
Sirdhana, B.I., July 29.
Khyber, P. & O., Aug. 3.

PORTLAND.

Washington, S.S.S., July 17.

RABAU.

Cabarita, Dwell's, July 10.
Bremerhaven, Melchers, July 17.

RANGOON.

Genoa Maru, N.Y.K., July 8.

SAIGON.

Andre Lebon, M.M., July 16.
Porthos, M.M., July 29.

SANDAKAN.

St. Albans, E. & A., July 5.
Cabarita, Dwell's, July 10.
Mausang, Jardine's, July 10.
Hinsang, Jardine's, July 21.
Aratara, E. & A., Aug. 2.

SAN FRANCISCO.

Golden Sun, States S.S., July 6.
Shinyo Maru, N.Y.K., July 10.
Anyo Maru, N.Y.K., July 10.
Pres. Taft, Dollar, July 16.
Washington, S.S.S., July 17.
Atago Maru, N.Y.K., July 18.
Siberia Maru, N.Y.K., July 24.
Kuma Maru, N.Y.K., July 26.
Golden Tide, States S.S., July 30.
Pres. Jefferson, A.M.L., July 30.

SCANDINAVIAN PORTS.

Canton, Gilman's, July 3.
Danmark, Manners, July 26.

SEATTLE.

Pres. Jackson, A.M.L., July 9.
Taltby, Jensen, B.F., July 11.
Pres. McKinley, A.M.L., July 23.
Mishima Maru, N.Y.K., July 29.
Ixion, B.F., August 1.

SHANGHAI.

Adrasius, B.F., July 3.
Kwongsang, Jardine's, July 3.
Shantung, B. & S., July 3.
Linan, B. & S., July 4.
Sirdhana, B.I., July 4.
Tatsuno Maru, N.Y.K., July 4.
Tjihadak, B.F., July 11.
Khyber, P. & O., July 5.
Nagano Maru, N.Y.K., July 5.
Foshing, Jardine's, July 5.

SHANGHAI—(Continued).

Suiyang, B. & S., July 7.
Hakozaki Maru, N.Y.K., July

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 3rd July, 2 p.m.
SWATOW, SHANGHAI & DALNY	"LINAN"	On 4th July, 3 p.m.
SWATOW, SINGAPORE & BANGKOK	"KWEIYANG"	On 5th July, 10 a.m.
SWATOW & SINGAPORE	"ANKING"	On 6th July, Noon
AMOI, SWATOW & SINGAPORE	"KWANGTUNG"	On 7th July, 8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 7th July, 10 a.m.
SWATOW & BANGKOK	"KAYING"	On 7th July, Noon
SHANGHAI	"KANOHOW"	On 8th July, 8 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 10th July, 2 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 11th July, 11 a.m.
HONGKONG, PAKHOI & HAIPHONG	"TEAN"	On 11th July, 11 a.m.
AMOI, SWATOW & SINGAPORE	"KINGYUAN"	On 14th July, 8 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 14th July, Noon
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 23rd July, 11 a.m.

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AGENTS.
CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

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THROUGH NEW ZEALAND MAINTAIN A REGULAR SERVICE FROM

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Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
Excellent & Most Up-to-date Fleet & Second Class Passengers Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Days Home Kowloon	Days to Sail
TAIPING	9th July	16th July
CHANGTE	13th August	20th August
TAIPING	10th September	17th September
CHANGTE	11th October	18th October

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNELL S.S. CO., LTD.)

Sailings from Hong Kong.

S.S. "MACHAON"	via Suez Canal	8th July
S.S. "CITY OF MANDALAY"	via Suez Canal	15th July
S.S. "ADRASTUS"	via Suez Canal	5th August

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

[12]

PRINCE LINE

AUGMENTED SERVICE
SAILINGS EVERY 14 DAYS

TO
BOSTON
AND
NEW YORK

T.S. "BRITISH PRINCE"	July 4th
T.S. "JAPANESE PRINCE"	July 18th
M.V. "CHINESE PRINCE"	Aug. 1st

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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ANDRE LEBON ... 16th July	CHENONCEAUX ... 16th July
PORTHOS ... 20th July	ATHOS II ... 20th July
CHENONCEAUX ... 13th Aug.	D'ARTAGNAN ... 13th Aug.
ATHOS II ... 27th Aug.	SPHINX ... 27th Aug.
D'ARTAGNAN ... 10th Sept.	ANGERS ... 10th Sept.
SPHINX ... 24th Sept.	G. METZINGER ... 24th Sept.
ANGERS ... 8th Oct.	ANDRE LEBON ... 8th Oct.
G. METZINGER ... 22nd Oct.	PORTHOS ... 22nd Oct.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Oran, Ouessant, Hamburg, Rotterdam, (Antwerp).

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Cie. des MESSAGERIES MARITIMES.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

JULY 1, 1929.											JULY 2, 1929.										
STATION	Hour	Knots	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Clouds	Humidity	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Clouds	Humidity					
																	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Clouds	Humidity
Wladivostok	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nemuro	11	30.04	763.0	...	SSW	3	...	...	...	30.00	762.0	...	...	...	...	...
Hokodate	...	30.04	768.0	...	S	1	...	...	...	30.00	760.0	...	...	...	...	...
Tokio	...	30.06	763.5	...	ESE	1	...	...	...	30.00	762.0	...	...	...	...	...
Kochi	...	29.92	760.0	...	SE	1	...	...	...	29.73	755.0	...	...	...	...	...
Nagasaki	...	29.63	752.5	...	NNE	4	...	...	...	29.42	747.5	...	...	...	...	...
Kagoshima	...	...	...	...	...	...	...	...	...	29.57	751.0	...	...	SSW	2	...
Oshima	...	29.48	747.5	...	S	2	...	...	...	29.63	752.5	...	...	...	...	...
Naha	...	29.37	751.0	...	SSW	5	...	...	...	29.67	753.5	...	...	SSW	5	...
Ishigakijima	...	29.67	751.0	...	...	...	...	...	...	29.81	753.0	...	...	SSW	5	...
Bonin Island	...	29.88	759.0	...	E	1	...	...	...	29.90	759.5	...	...	E	1	...
Chefoo	15	29.59	751.6	90	E	2	b	...	...	29.67	753.6	75	95	NE	1	b			
Shanghai	14	29.56	750.9	84	E	2	b	...	...	29.63	752.7	73	94	E	2	b			
Guizhou	...	29.62	752.3	77	ENE	5	...	...	...	29.70	754.4	72	95	ESE	4	...		
Sharp Peak	...	29.51	749.5	83	SE	2	...	...	...	29.59	751.0	81	93	...	4	...		
Amoy	...	29.51	749.5	83	SE	4	b	...	...	29.68	753.9	81	96	...	4	...			
Swatow	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Taiheku	11	29.55	750.6	86	WSW	4	...	...	...	29.92	752.4	75	94	...	0	b		
Taihu	...	29.67	753.6	79	S	2	r	...	...	29.68	753.9	73	...	...	2	b	
Tainan	...	29.66	752.7	90	SW	2	...	...	...	29.85	753.0	73	...	SE	2	b		
Koshu	...	29.62	752.4	86	W	2	...	...	...	29.82	752.4	79	...	WNW	2	b		
Pescadores	...	29.85	758.1	86	SW	4	b	...	...	29.62	752.4	81	...	SSW	4	...			
Hong Kong	14	29.65	750.5	85	S	3	...	...	...	29.59	751.6	82	90	S	2	...		
Gap Rock	...	29.55	750.5	...	S	4	b	...	...	29.69	751.6	...	...	...	4	...
Macao	...	29.50	749.4	90	SSW	4	...	...	...	29.54	750.3	81	94	SSW	4	...		
Hoihow	...	29.48	748.8	88	NW	2	...	...	...	...	...	...	...	...	...	...
Pratas Island	...	29.59	751.8	91	SW	3	bc	...	...	29.63	752.6	82	87	SSW	2	b			
Phulien	15	29.48	748.8	86	WNW	4	...	...	...	29.58	750.0	75	96	SSE	2	b		
Tourane	...	29.53	750.0	90	NNE	2	...	...	...	29.53	750.0	86	...	SSW	4	...		
Cape St. James	...	29.68	753.9	82	SW	6	...	...	...	29.72	754.8	79	...	...	0	...
Basco	14	...	...	...	...	...	...	...	...	29.67	753.6	79	80	...	0	...
Aparr	...	29.50	751.8	90	NNW	4	...	...	...	29.66	753.6	77	91	S	2	...		
Tuguegarao	...	29.60	751.8	93	SW	1	...	...	...	...	...	...	...	SE	2	...
Vigan	...	29.62	752.4	86	NE	4	...	...	...	29.66	753.6	77	85	...	0	b		
Manila	...	29.66	743.3	86	SW	4	...	...	...	29.71	754.5	77	89	...	0	b		
Legaspi	...	29.65	753.0	96	SW	4	...	...	...	29.71	754.5	77	91	SW	2	...		
Calbayog	...	...	...	...	...	...	...	...	...	29.74	755.4	77	94	N	1	...
Tacloban	...	29.67	753.6	90	E	2	...	...	...	...	...	...	...	...	...	...
Iloilo	...	29.69	754.2	82	S	4	...	...	...	29.74	755.4	77	91	S	4	...		
Cebu	...	29.69	754.2	84	SW	4	...	...	...	...	...	...	...	SW	2	...
Surigao	...	29.67	753.6	86	SW	4	...	...	...	29.73	755.1	61	80	SW	2	...		
Saipan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Guam	12.22	29.71	754.5	...	N	2	...	...	...	29.74	755.4	...	...	S	1	r
Yap	11.00	29.69	754.2	...	ESE	2	...	...	...	29.75	755.7	...	...	...	0	...
Pelew	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ponape	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.77	756.1	86	SW	2	b	...	...	29.84	757.9	73	86	SW	4	b			

July 2d, 10A. 50m.—The anticyclone remains to the east of Japan, and has decreased in intensity. The typhoon is situated in the Korea Strait, moving N.N.E.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.15 inch. Total since January 1, 14.87 inches, against an average of 39.98 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JULY 3.

Direction	Forecast
1.—Formosa Channel	S. winds, moderate; cloudy, showery.
2.—South coast of China between Hong Kong and Lamoo	S. winds, moderate; cloudy, showery.
3.—Hong Kong to Gap Rock	S. winds, moderate; cloudy, showery.
4.—South coast of China between Hong Kong and Hainan	S. winds, moderate; cloudy, showery.

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, July 2.

Previous On Date On Date

Day at 4 p.m. 10 a.m. 4 p.m.

Barometer ... 29.53 29.63 29.60

Temperature ... 85 85 86

Humidity ... 83 82 89

Wind ... SSW SSW SW

Force ... 3 2 3

Weather ... 0 OP 0

Rain ... 0.36 0.00 0.15

Highest open-air Temperature, 1.83

Lowest open-air Temperature, 2.82

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning;

M=Mist; O=Overcast; P=Passing showers; Q=Qualls; R=Rain; T=Thunder.

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HONG KONG TIDE TABLE.

From July 3 to 9, 1929.

High Water Low Water.

Days of Week Date of Month Hong Kong Standard Time Height Hong Kong Standard Time Height

Wed. 3 h. m. 557 6.1 h. m. 118 1.3

Thur. 4 m. 636 6.7 h. m. 011 2.7

Fri. 5 m. 719 7.3 h. m. 050 2.9

Sat. 6 m. 802 7.9 h. m. 130 3.0

Sun. 7 m. 885 8.5 h. m. 212 3.0

Mon. 8 m. 968 9.1 h. m. 293 3.0

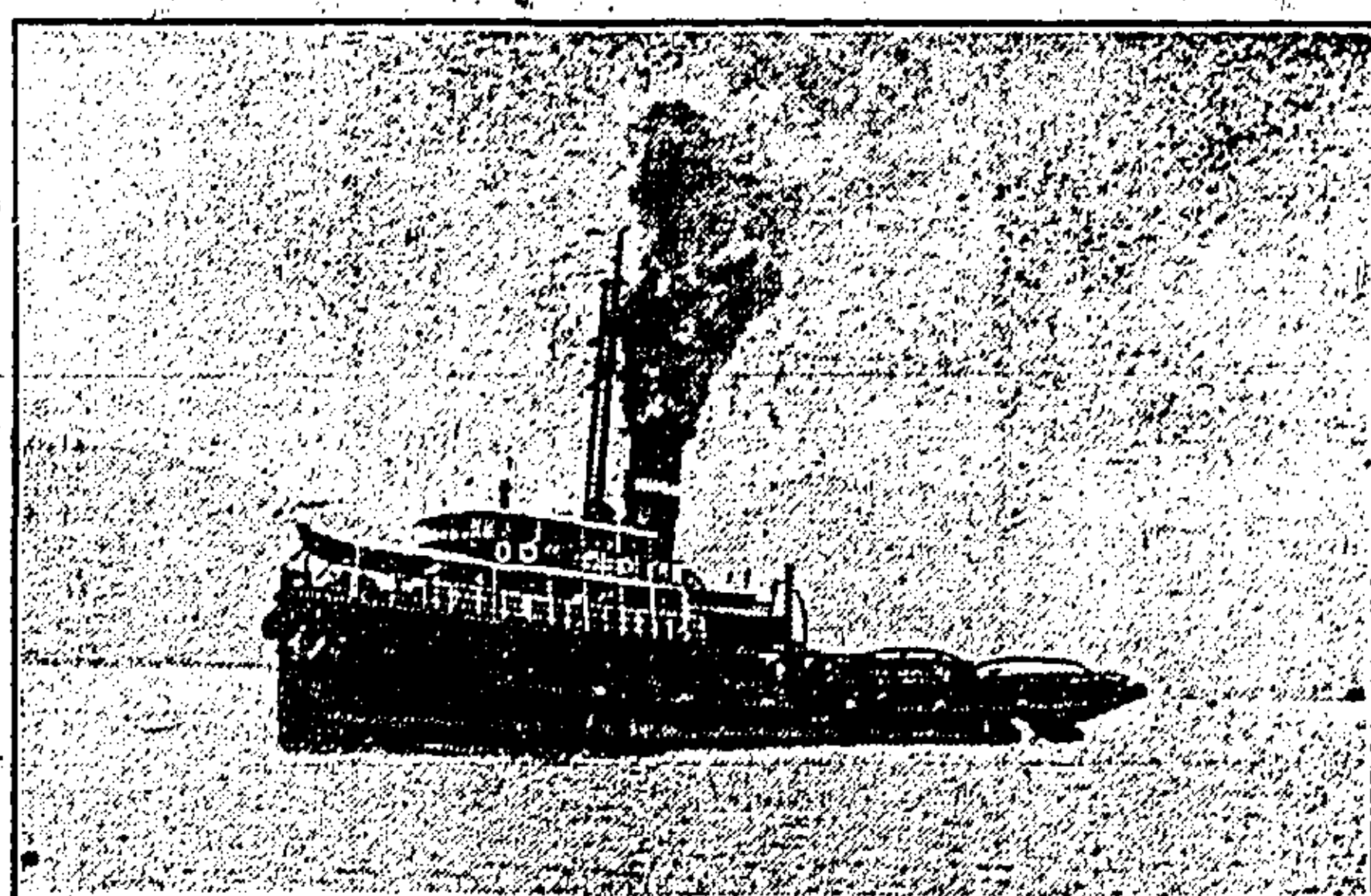
Tues. 9 m. 1051 9.7 h. m. 374 3.0

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SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG" "FOOSHING" "HOPSHANG" "YATSHING"	Wed., 3rd July, at 10 a.m. Sun., 7th July, at 10 a.m. Wed., 10th July, at 10 a.m. Sun., 14th July, at 10 a.m.
OSAKA via AMOI, MOJI & KOBE	"KUTSANG" "YAMSANG" "YUENSANG"	Fri., 12th July, at 7 a.m. Thurs., 18th July, at 10 a.m. Sun., 28th July, at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG" "HOSANG"	Thurs., 11th July, at 3 p.m. Sat., 20th July, at 3 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Wed., 10th July, at 3 p.m. Sun., 21st July, at 10 a.m.
TIENTSIN	"CHEONGSHING"	Wed., 10th July, at 10 a.m.

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Motor Vessel "GLFNAMOY"	...	4th Sept.
Motor Vessel "GLENAPP"	...	2nd October
Motor Vessel "GLENSEIEL"	...	16th October

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "ALDINGTON COURT"	...	11th July
Motor Vessel "GLENAMOY"	...	24th July
Motor Vessel "GLENAPP"	...	2nd August
Motor Vessel "GLENSEIEL"	...	16th August
Motor Vessel "GLENSEIEL"	...	30th August

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Pass. S.S. "DERFFLINGER"	...	departure 27th July
Express Freight S.S. "Lahn"	...	departure 14th Aug.
Pass. S.S. "SAARBRUCKEN"	...	departure 24th Aug.
Express Freight S.S. "Lahn"	...	departure 27th Aug.
Pass. S.S. "COLENZ"	...	departure 11th Sept.
Express Freight S.S. "Lahn"	...	departure 21st Sept.

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Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)

JAPAN (Freight steamers)

Freight S.S. "Lahn"	...	due here 13th July
Pass. S.S. "SAARBRUCKEN"	...	due here 31st July
Freight S.S. "Lahn"	...	due here 10th Aug.
Pass. S.S. "COLENZ"	...	due here 28th Aug.
Freight S.S. "Lahn"	...	due here 7th Sept.
Pass. S.S. "FULDA"	...	due here 21st Sept.

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